THE BUILDER

A RECORD OF ARCHITECTURE AND CONSTRUCTION.

VOL. CXIV.—No. 3913. FEBRUARY 1, 1918.

SOME REFLECTIONS ON ARBITRATIONS.

THOUGH the heavy clouds of war continue to obscure the horizon, we are very properly considering our subsequent problems of reconstruction, though what the changes in our lives and relations will be with the advent of peace it is impossible to say, but that they will be vast no one can doubt. Recent statistics on a number of men returning from military to civil life showed that only about 3 per cent. went back to their original positions, and that over 60 per cent. did not even take up their previous occupations. The numbers analysed were small, and the figures cannot be accepted as a generalisation, but they indicate the trend of the tide. And these changes and the mending of the broken threads of a thousand civilian occupations, what have they to do with the title of our editorial? These things mean settlements—we hope mostly friendly and generous settlements—but many cases must arise in which, even if friendly, the interests of other parties will involve calls for technical advice to admit of the just consideration of the many claims which will arise. Our concern is naturally confined to building and engineering matters, which, owing to the embargo on such works unconnected with the war, must necessarily prove to be a very large factor in the problem under review. We have interrogated the Ministry of Munitions as to the proposals for procedure in cases in which the necessary action of this department of the Government has caused a cessation of building agreements, but though we have no tangible reply which can be placed in brief general terms before our readers, should this Ministry undertake all direct adjudication there will be many indirect disputes arising out of contracts, which must be settled. With this in view, and, what is really more important, with the object of looking into the general condition of our machinery for dealing with such matters, some reflections upon arbitration do not seem ill timed. It may be useful to first compare the settlement of disputes by action at law and by arbitration. Any matter may be the subject of a legal action, but criminal proceedings are excluded from the sphere of arbitration, which, however, is applicable to almost every civil dispute. Arbitrations are recognised by the Legislature; they relieve the congestion of the Courts, admit of more rapid progress than actions at law, and are probably as a rule, though by no means always, less costly. Their chief advantage lies, however, in the fact that the adjudicator is—or should be—a person whose professional or business career renders him able to decide the issue personally without the aid of expert witnesses. This has a moral in addition to a material advantage, for it is distasteful to reflect that diametrically opposed evidence on purely technical matters can be so often obtained from experts possessing ample and equal powers of perception. It is therefore in disputes which turn on technicalities that arbitrations are most useful.

Though the Arbitration Act as we know it dates from 1889, enactments on this subject can be found nearly two hundred years older. These at first referred only to personal estate, but subsequently real estate was included. One of the chief weaknesses of arbitrations in early days was that, though legally recognised, the parties were insufficiently bound in the matter of proceeding to and subsequently abiding by, an award, and about the middle of last century these defects were remedied by the Common Law Procedure Act, and the Act of 1889 is really a consolidation of various statutes and case decisions which presented points of conflict, and represents the law and the practice of arbitrations at the present time in the absence of special circumstances. Such circumstances may arise in two ways, the first due to the matter in dispute falling under some special statute which contains express directions on the subject of arbitration as applied to such matter, as an example of which the Public Health Act may be cited; the second due to provisions introduced into the submission to arbitration, by the parties to the dispute, at variance with the Act—a perfectly legitimate practice for the parties to adopt. In either of such cases points at variance with the Act take precedence of the Act's provisions, only so much of the Act applying as is consistent with the actual terms of the particular statute or submission.

Generally speaking, any person who can legally make a contract can submit matters to arbitration, but where one side is not represented by a single individual this subject requires a little more consideration. Thus an agent must be able to show that he possesses sufficient authority for his action if his principal is to be bound by an award made as the result of such agent's submission, though it would seem that if the agent is a solicitor it would be necessary for the principal to show that the submission was made contrary to instructions. Again, recovery against a bankrupt who had personally made a submission would not be possible from his estate unless his trustee (empowered by his committee) were also a party to such submission. Many other cases of composite sides to an arbitration could be cited in which discretion in regard to proceedings is necessary; but we are not attempting to discuss points of detail. A reference to arbitration generally arises by the agreement of the parties, and it should be noted that, unlike an action at law, this agreement to refer may be made before any dispute arises. Often, however, arbitration arises out of an action at the instance of the Court, and this is generally due to the introduction of technical matters which involve special expert knowledge or perhaps inspections which cannot be made in Court. Lastly, arbitrations may arise directly under the provisions of special statutes, as, for example, on questions of land compensation, and such statutory powers, of course, curtail the freedom of the parties as compared with cases of submission by agreement. We have instanced the reference to arbitration by the Court, and the converse process of reference to the Court during an arbitration is not uncommon, the arbitrator, at his own wish or, more generally, at the request of one of the parties, requesting the Court's decision on some point of law. Such "special cases" may considerably alter the course of arbitration proceedings.

What manner of man, then, should he be to undertake this settling of disputes? True, his qualifications may be non-existent if the parties like to agree that he shall decide between them, for they can nominate an infant in arms if it so pleases them; but from our reflections it will be evident that to sustain the dignity of this important *rôle*, something more than a mere knowledge of building and engineering practice is desirable. Without suggesting that legal acquirements are necessary, for the absence of legal formalities is an asset to arbitrations, it would seem that some general knowledge of procedure and a judicial mind are requisite. Can we really show among our professional men these attributes sufficiently developed to meet the needs and insure the confidence of those who have the misfortune to become involved in technical disputes? Do means exist whereby the requisite knowledge can be acquired short of experimenting on cases brought under our jurisdiction? These are reflections worth making at a time when we are talking so much about reconstruction.

NOTES.

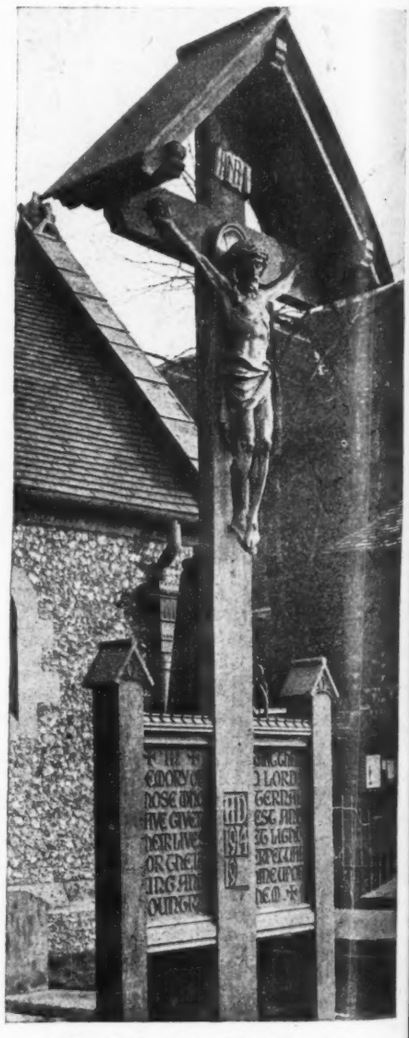
Reconstruction. DR. ADDISON recently gave an address to Press representatives on work initiated and carried out by the Ministry of Reconstruction since its formation. One section of the work was practically complete—that dealing with demobilisation—and over 60 per cent. of those under arms have been promised that their positions shall be kept open for them, and they will be first demobilised. After these will come the men who occupy key positions in industries, and whose work is necessary before their fellows can be employed, so that the plan adopted will be one which will facilitate the resumption of industrial activity at the smallest cost to the community. The Ministry has also had under consideration schemes which will enable all industries, as far as possible, to have the minimum amount of raw material necessary to keep industries in being, and in any question of precedence of trades will take the advice of the trades themselves. The shortage of raw materials will naturally be the outcome of the demands on our depleted shipping for the conveyance of troops. Dr. Addison emphasised the extreme importance of the setting up of trade councils for the settlement of questions relating to industry on the lines of the Whitley report, and regretted that the progress made in this direction had been distinctly slow. We are thoroughly in agreement with the views expressed in this particular, and trust that that most important work will yet be crowned with entire success.

The Average London House. The *Times* in one of its recent issues contained an excellent little article on the inconveniences of the average old London house and the disproportion of space between the immense drawing-room and the small dining-room and insufficient bedrooms. Attention is drawn to the failure to use the garden space, useless for its nominal purpose. And yet such houses as are described, in the hands of an intelligent planner, give unusual opportunity for admirable development, in which care will secure the comfort and conveniences we now require without sacrificing the dignity and sense of space, so characteristic of the eighteenth century, which lingers like perfume over the works of our forefathers of the age of wigs and powder. We have much to learn from the past and from our neighbours of France, who have always attached a higher value to the effects of interior planning in town houses than we have, and the possibilities of courtyard schemes are seldom sufficiently recognised here. Larger town houses would frequently lend themselves to the introduction of convenient and useful inner courts, which are open to those who do not pin their efforts to obtaining light from the back and front alone.

The Pastel Society. The Exhibition of the Pastel Society, which has, unfortunately, just been closed after a period too brief to allow many to study the excellent results produced by means of a process which is not sufficiently appreciated, is a convincing proof of the possibilities open to workers in the medium. The results show that it may be used either to produce almost the same effects as water-colours or oils, or on the other hand for bold line work. The method adopted of grouping the works of each artist together is both convenient and interesting. Among the best work shown, were the admirable Italian studies of the late Sir Charles Holroyd, which are gems of colour; a very fine set of subjects from the Lake District, by Miss Mary Yates; two very fine studies of snow and mountain in the Pyrenees, by Mr. Lawrence G. Linnell; and some delicate and sympathetic bits of Buckinghamshire scenery, by Mr. J. Barnard Davis. Of quite another type are Mr. R. G. Eve's clever portraits of Mrs. Valentine Fleming and the Lady Diana Manners, examples of broad monotone line work, and Miss Maude Harris' clever portrait studies of "Bourgeoises and the Gipsy." Altogether, those who see good pastel work will wonder why it is not oftener employed, since it is possible to obtain a vividness and interest in the medium more readily perhaps than in any other.

Cast Iron Beams. A CORRESPONDENT writes to call attention to the fact that the construction of buildings for urgent war work which are kept back by the difficulty of procuring steel might be expedited by the employment of the cast iron girders which were used half a century ago. Although few of us have ever used them, we all know the diagrams of these cast iron girders, in which the upper member, which is subjected to compression, is small in width compared with the under flange, which is in tension—a form of strain, which cast iron stands comparatively badly. It is quite possible that as a temporary convenience the suggestion may be a very good one, though the advantages of steel, which has practically replaced iron for all constructional purposes in modern building, are too great to leave room for the readoption of cast iron for general constructional purposes.

The Use of the Machine. WE give an interesting and thoughtful article, in our "Building Trade Section," on the use of the machine in modern industry, and its effects on the value of the citizen to the State. While it is clearly impossible to limit the use of the machine for purely æsthetic reasons in a world in which commercial considerations are and must be dominant, it becomes another question if it can be convincingly demonstrated that the excessive use of machinery produces mental or physical deterioration among the workers. If we obtain, as we hope we may, cheap electric power it will be possible to run the smaller workshops—the advantages of which our contributor urges so strongly—with success, and so to give opportunity for the employment of a much greater number of masters in proportion to men than is the case at present, a change which would undoubtedly help the crafts of design. The best world for everyone would be not that in which all men were condemned to an unnatural equality, but that in which the greatest incentive and opportunity were offered to every man to better his position.



War Shrine, St. Giles, Reading.

MR. S. SLINGSBY STALLWOOD, F.S.A., ARCHITECT.

[This War Shrine has been erected in the churchyard, in a very prominent position on high ground, overlooking a main street, and was dedicated by the Bishop of Oxford on Christmas Day. It is 13 ft. high above ground, substantially constructed of teak. The joinery was executed by Messrs. Samuel Elliott & Sons, Ltd., of Caversham, but the oak figure was by Messrs. Martyn, of Cheltenham, all from the design and under the supervision of Mr. S. Slingsby Stallwood, F.S.A., of Reading.]

"WHERE THE GREAT CITY STANDS."*

THOUGH we cannot agree in its entirety with all Mr. Ashbee says, he has written a book which will be read with interest, both by architects and that growing public which is interested in and alive to the immense problems which press with increasing weight on modern life. We believe that what we may term social and ethical considerations have been given too great a relative importance in the comparisons of the art of the mediæval and ancient world and the product of our own age, and that we have somewhat neglected to give due importance to a consideration which is even more paramount than that of the accelerated velocity of development due to the growth of population. Looking backward, we may have reason to ask whether, if the development of communities in the European States four centuries ago had been as rapid as that of to-day, the skill of artists and craftsmen could have saved our towns from becoming what they became in the nineteenth century; but this does not alter the fact that the whole civilized world is in urgent need of method to save it from chaos. We can, to use an illustration, wander at will on foot as we like, because it is an individual effort and the individual can do little damage; but if we wish to travel by railway, we can only do it on carefully laid out iron ways at stated times. We have been in a sense travelling at enormous speeds without taking the necessary precautions which are imposed by that speed limit. And with the hurry of modern life comes another determining influence —a perfectly natural inability to take the same amount of interest which our forefathers did in the detail of the life surrounding them—because, owing to the conditions surrounding us, an infinite amount of detail is forced before us owing to the conditions of our life, and we have less time for pleasant contemplation or quiet thought. The remedy is to think out a system providing by method and science for the increasing difficulties which we have to cope with. But we are inclined to think that over-much stress has been attributed to the moral and ethical differences between ourselves and our forefathers, and to place our hopes for the creation of a new art in the insistence on a better moral atmosphere among men. The six axioms enunciated by Mr. Ashbee in a previous work, to which he has added four more, are in a large measure true, and since they form the argument of his book we will state them here :—

Axiom I.—Modern civilization rests on machinery, and no system for the encouragement or the endowment or the teaching of the arts can be sound that does not recognize this.

Axiom II.—The crafts cannot be learnt in the school; the crafts can only be learnt in the life of the workman at the workshop.

Axiom III.—The purpose of the arts and crafts (understood as an aesthetic movement) is to "individualise," to set up a standard of excellence in all commodities into which the element of beauty enters. The tendency of machine industry is to "standardize"—that is to say, to create as many pieces of any commodity to a given type as is economically possible.

Axiom IV.—There is a Gresham's Law in the industrial arts as there is in coinage. In the latter the bad coin tends to drive out the good. In the former the bad product tends to drive out the good product, the unskilled workman and the machine tend to drive out the skilled craftsman.

Axiom V.—Machinery is neither all good nor all bad. An intelligent community will distinguish which is which, and the aesthetic education of the community in our day should be directed towards this distinction between the good and the bad.

Axiom VI.—The distinction between what should and what should not be produced by machinery has in many trades and crafts now been made. This has been the discovery of the last 25 years.

Axiom VII.—The new relationship of man to life which machine industry has brought with it finds its fullest expression in the new life of our city. This implies that through the city and its proper adjustment to mechanical conditions will man realise again those purer values which the arts bring into life. Through the city we focus civilisation.

Axiom VIII.—Man's control of mechanical power has yet to be made effective. The making it effective is not a matter of inventing or exploiting new processes, it is the discovering of means whereby mechanical powers shall best be used in the public service—in other words how it shall be "socialised," and not merely used to help men to exploit each other. As Hellenic civilisation made the gentleman with the aid of the slave, so we may make the gentleman with the aid of the machine.

Axiom IX.—The arts, postulating as they do the motive of joy in their creation, and the freedom of the individual to go on creating, do not flourish under conditions where men think it right to exploit them for profit.

Axiom X.—In an industrial civilisation the reconstructed city cannot be stable without a corresponding reconstruction of the country. Town and country should be correlated to react upon one another. This correlation is a necessary consequence of the conditions of machine industry.

These axioms are for the most part reasonable and clear, but we think Mr. Ashbee, like many others in the present day, goes too far in his ninth axiom. Technically speaking, we must always exploit, that is, use one another; the employer has no incentive to employ if he cannot make a profit, and it is quite possible to do so without debasing art. We would rather put it that those whose sole object in working is money making are unlikely to produce work of a high standard, and those whose work is uncongenial are incapable of producing results of merit. But the author goes too far when he says that the worker of the future will not only determine the conditions of his employment, but will refuse to do work which he does not like. Though it is true that we can elect to follow an occupation which is congenial to us, when we have made our choice it will always be necessary to earn our living by carrying out what is given us or what we can obtain by personal effort. A world in which everyone worked at what was momentarily congenial to him is a state we may dream of but will never realise, and much of the best work of the world has been carried out at the cost of powerful effort.

Mr. Ashbee gives an interesting account of the art movements of the last fifty years and the great stirring of preconceived ideas which has taken place in the realms of painting and sculpture. If anything, he is, we think, too kind to the faddists and theorists, the most effective work of whom has been that they have made people think, and have prevented them from blindly following in the rut of past traditions, or rather the stereotyped conventions held by many to be traditions.

Modern English architecture was, the writer says, produced among many difficulties, having no traditional style as in France, and few of the big commercial opportunities given in America while the men who faced these difficulties had been brought up in old individualist traditions and were incapable of co-operating, as they were neither trained nor organised; the difficulty was an ethical one. This we think is a fallacy. The difficulty of producing art can never be an ethical one, though it may well be that the ethical fallacies which are to many the bed rock of conviction may very well hamper their powers of production. "We have but to find a means for man to labour again with his hands—not mechanically but inventively, imaginatively—to labour with a motive of joy. One of these ways—perhaps the greatest because it holds within it all the arts of the city—is the art of architecture." We are not sure whether this is so, and certainly an American writer who writes as a Socialist pictures the wonders of the dream cities of the future produced when the world was dominated by the iron rule of the Capitalist, and both in Imperial Rome and the great despotisms of the East we have evidence that ages in which workers were toiling to order, and slave labour was employed under direction, were also eras of great artistic development. We would rather welcome a renaissance of aesthetics which was the spontaneous outcome of a whole people imbued with the love of beauty than one imposed from above, but both are possible means of aesthetic production now as in the past. We had in the nineteenth century, as Disraeli puts it, stopped short at comfort, mistaking it for civilisation, but it was the universal instinct of an age rather than the outcome of a class, in contradistinction to the art of the eighteenth century which was distinctly imposed on society by a cultivated minority, aided, it is true, by the traditional instincts which still lingered among artisans and craftsmen.

The ethical aspects of art seem to interest the writer almost more than art itself, and a clever American definition of vice and sin is quoted, sin being described as what harms others while vice only harms the individual. Sin would in this sense be an applicable term for the destruction of amenities which make for common enjoyment and health, and the writer of the work quoted thinks the time has come when we should trouble less about the "vices" of the individual and concentrate attention on the "sins" which affect whole communities, and there is a good deal of reason in the contention, the introduction of which is an indication of the bent of Mr. Ashbee's thoughts. As we might expect he is somewhat scathing in his criticism of Neo-Georgianism. "All the architect needed, if he had the necessary sense of proportion and scholarship, was to pick out a tradesman from his catalogue." If, we should be inclined to say, an architect has the sense of proportion and scholarship he has the great essentials, and surely all men at all times have been amply justified in searching for what they wanted without being scornfully compared to tradesmen? The craftsmen employed in building our great cathedrals often tried to reproduce the wonders of an existing building in a new locality, and the introductions and divergencies were either unintentional or the result of trying to excel something they had seen.

We are told again that "There is little doubt, however, that the eighteenth century reaction is the working out in contemporary aesthetics of that negation of the democratic spirit which led in 1910 to the fall of the English House of Lords and culminated in the European War—a cardinal issue of which is Democratic versus Autocratic government." Here, again, we have evidence of a clear wish to travel outside the scope of a subject under discussion. It would seem more natural to put it that the Georgian Revival was due to the recognition that the eighteenth century type of building afforded a better and readier medium for the production of buildings suitable to our wants than the forms of the Gothic Revival—a fact which has been evidenced in a very large number of excellent modern buildings. "The æsthetic movement, which might have led to a national art, was ridiculed into preciosity and early decadence." We are inclined to think that it was not ridicule which killed the movement, but its inherent weaknesses and affectation. Men saw that there was a directness of purpose and a simplicity of method in the vogue which they adopted which was suitable to our times, and the result has been that we have now many buildings which will stand the test of time as the work of the past does, and we have taken a first step towards the recovery of national traditions which is the main cause of the vitality of French art.

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*"Where the Great City Stands," by C. R. Ashbee. Published by the Essex House Press and Messrs. B. T. Batsford, Ltd.

But whatever Mr. Ashbee's theories may be, he has given the public an excellent and readable treatise on the value of town planning, illustrated with a very large number of useful drawings and diagrams, and though we should like to be able to feel that the demand for the "City Beautiful" was a national one, we are afraid it will have to be inculcated from above rather than by a popular movement from below. The great necessity is that our municipal bodies should be thoroughly imbued with the importance of orderly development, and this in the main must be the work of the officials in whose hands the control of their administration is invested. Unfortunately, we have no city of the first magnitude which we can point to as an example of what may be gained by order, and the initial steps towards it are difficult for the untrained to realise effectively. Mr. Ashbee says very truly, "The old cities had distinction because they had a life—a civilization which had found expression. We have but to look at such as are or were, until a year or two ago, left to us. Fames of Nieuport, for instance, or Louvain, or Arras, or Nancy, or Ypres—the classic city of the Flemish guilds. Modern towns are "for the most part vast villages industrialised, and the life led in them is a monotonous and commonplace life, uncultured, uncivilized." This is in a measure true, but only in a measure—the real fact being that the flood of civilization is so wide that only the specialist is able to fathom it in part, and its sweep is so strong that it is difficult to take a comprehensive view of its tendencies and even more difficult to convince those in authority of the best methods of dealing with the questions which are vital to the beauty and convenience of our cities.

Mr. Ashbee is very much in earnest about the advantages arising out of the old guild organization, and we are certain that if our trade unions could widen their scope so as to cover not only questions of wages and employment but the old craft side which the guilds also represented, much would be possible. Architects would certainly welcome a system which led to the unions setting a standard of excellence as well as a standard of payment, and we should not under such circumstances be jealous of the power allocated to the unions, who would under such circumstances, perhaps, resume their older and better title of "guilds."

Modern life has become so complex that the more the principle of the self-government of industry can be reintroduced, the more chance there will be of orderly development along sane lines. With each industry organised as a comprehensive unit governing and regulating its members, educating them in their craft, spurring the individual to greater endeavour, distributing honours and condemnation on the merit of the work of the craftsman, and possibly undertaking collective bargaining, we might get an approach to one of the best features of mediaeval life as we know it. But we think Mr. Ashbee goes beyond this when assuming that artists or craftsmen are better or worse as men than others of the community of which they form a part; and we believe that they, in common with every section of mankind, have worked through all the ages and will work in the future for profit, as other men, but will do so in work the general nature of which is congenial to them.

It is unnecessary to say the book is admirably produced and forms a most interesting addition to the literature of an absorbing subject.

Books Received.

THE GATE OF REMEMBRANCE. By Frederick Bligh Bond, F.R.I.B.A. (Oxford: B. H. Blackwell. 6s. net.)

"WHERE THE GREAT CITY STANDS." By C.R. Ashbee, M.A. (London: B. T. Batsford, Ltd., and the Essex House Press. £1 1s. net.)

WAR DRAWINGS. By Muirhead Bone. Part IV. (London: Country Life, Ltd. 10s. 6d. net.)

THE EDUCATION OF THE PUBLIC.

We have received the following communication from Mr. W. S. Purchon, of Sheffield:—

SIR,—It was with considerable pleasure that I read in your issue of January 11 the leading article on the above subject. I have been working at the problem for some years now, and came to the conclusion some time ago that in the best interests of architecture the matter ought to be taken up far more energetically and seriously. The extraordinary thing is the apathy of the profession; as your architect friend remarked "it was a matter about which architects and boards of architectural education had better not bother their heads or waste their time."

I believe there are many things in the content of architecture which can be made perfectly clear—by the right men—to the lay mind, and your friend draws attention to some of them.

He says, for instance, "He (the common man) does not know where knowledge begins, and consequently, seeing nothing of any importance below the surface, he concludes that the surface is all there is to see." Surely a lecturer who knows his subject could ask for no simpler task than the correcting of this view.

"Architecture puzzles them, though they understand size, they understand ornament (more or less), and they understand that whatever is old is good (which it isn't.)" Here, again, there is no superlative difficulty. May I quote from a lecture I gave here some years ago to an audience of some four or five hundred laymen and women. You were generous enough to publish it in your issue of December 13, 1912.

"Often in the presence of some ivy-clad ruin we are led away by the respect we consider due to old age, by our interest in historical associations, and by the general air of picturesque dilapidation possessed by the ruin, into the belief that we are looking upon a fine architectural work.

"On such occasions we should try to remember that the ruin was once a brand-new building, and also, just as it has been said that even the youngest of us may make a mistake, so even the oldest and most dilapidated of buildings may not be beautiful.

"Again, when some great new building is erected, we are inclined to condemn it, simply because it is new, forgetting that that quality was possessed once in its history by every work of art."

But where your friend goes hopelessly wrong (I say this boldly, well knowing that he can beat me every time at dialectics) is in the following statement:—"But the fact is that, difficult as it would be to make the millions rise by education to a real and useful appreciation of painting and sculpture, the task of leading them to a knowledge of what architecture really stands for would be Herculean." Anyone who has tried the task will assure your friend that the order of the subjects should be reversed.

And why on earth should he talk about the Architectural Room at the R.A.? Surely he isn't one of the funny people who think that drawings are architecture? Though I fear his argument contains the painful implication. Certainly we pay to see pictures, and we pay to hear music, but one of the glories of architecture is that we do not pay to see it!

Part of your friend's trouble is clearly a matter of terminology. As Wren wrote: "I am confirmed with Machiavell, or some such unlucky fellow, 'tis no matter whither I quote trew, that the World is governed by wordes." He sticks at the word "education," but admits that one may stimulate interest in our art. Well, let it go at that. Possibly he would allow the use of the word "appreciation," equally possibly he would not, and it doesn't matter in the least.

The fact remains that much that is not clear in the minds of our fellow citizens as to our aims and objects can readily be made clear to the advantage of ourselves, and what is far more important, to the advantage of the community.

In the same issue of the *Builder* appears the announcement that the Architectural Department of Manchester University is setting up a School of Civic Design with the object of *stimulating public interest* in the subject of town planning.

A most excellent object, and a most excellent method of achieving it; surely the architects of Manchester and district will welcome the attempt and give it their fullest support, even if someone should use the word "education" in connection with the scheme.

Architecture is largely concerned with the making of efficient cities, the designing of worthy houses, schools, churches and shops, and it is well that not only the hard-headed business man should realise that the architect knows more about this kind of thing than he does himself, but also that the average "man in the street" should realise it.

I suppose that of the houses erected in England in the last fifty years, architects have designed perhaps 1 per cent.; the exact figure is immaterial. As a result, English architects are famous everywhere but in their own country, where they are usually condemned for the faults of the 99 per cent. of the houses in the designing of which they have had no share. In matters concerning the development of our cities the abilities of our town-planning architects have been far from adequately used, mainly because there has been no widespread belief in the ability of the architect to tackle such problems. Surely these are matters which could be cleared up without difficulty if the architects of the country would encourage efforts to inform the public.

Occasional lectures to large audiences are useful in helping to form public opinion, and these should be backed up by courses of lectures open to the public both in the universities and in connection with the university extension movement. In addition, each university which possesses a school of architecture should make it possible for ordinary Arts students to take th study of architecture as part of their degree courses.

Such lectures for non-professional men and women need not, and should not, be of the old-fashioned archaeological type, but should do something towards showing what architecture has been and is, and what part it has played, is playing, and could play, in the affairs of men.

In addition to lectures in and out of the universities, well-informed articles on architecture are sadly needed in our non-technical newspapers and journals. In these, among other things, modern architecture should be subjected to criticism, favourable or adverse, just as are our music, our literature and our plays.

And we *must* abandon the mumbo-jumbo mystery-man business. At first I thought I recognised the architect who objected so brilliantly to your views on the education of the public, but I stopped guessing when I reached his reference to the "lifelong steeping and study by which an architect equips himself for the priesthood in the ancient mystery."

Was it thus that we approached the Government in the early days of the war: "We are the priests of the ancient mystery, and each of us has been steeped for a lifetime"?

Or did we bring definite evidence to prove that we know how to design and superintend the erection of efficient buildings?

W. S. PURCHON.

The University, Sheffield.

St. Mary, Stoke Newington.

This church has recently been re-seated in oak, and the walls panelled. The work is the gift of Mrs. Eve as a memorial of the late Alderman W. Eve, who held office as churchwarden for thirty-four years. It has been carried out by Messrs. Samuel Elliott & Sons, of Reading, under the superintendence of Messrs. W. Eve & Sons, 10, Union Court, E.C. 2.

GENERAL NEWS.

Belfast Housing.

Speaking at a mayoral luncheon in Belfast recently, Lord Pirrie referred to the proposed shipbuilding extension of Messrs. Harland & Wolff, and stated that it would probably mean the employment of 5,000 to 8,000 additional men; but what, he asked, was the use of that extension if there was not sufficient housing accommodation? That was a matter for the Corporation, and he hoped they would give it careful consideration at the earliest moment. They should not wait until the Government or somebody else did something; but should arrange to financially assist persons willing to build houses, but who are afraid to do so now because of extra cost.

The Industrial Reconstruction Council.

The Lord Mayor will preside at the inaugural meeting of the Industrial Reconstruction Council, which is to be held on Friday, February 15, at 3 p.m., at the Guildhall, London. Dr. Addison, Mr. G. H. Roberts, Lord Burnham, Mr. J. H. Whitley and other speakers representative of all industrial interests, will deal with the practical problems of industrial reconstruction. This is the first of a series of important meetings which the Reconstruction Council is arranging with the object of focusing public opinion upon the industrial problems that will arise at the end of the war. Applications for tickets should be made to the Secretary, The Industrial Reconstruction Council. 8. Bouverie-street, E.C. 4.

"A Thousand and One Uses for Gas."

The January issue of "A Thousand and One Uses for Gas" (the illustrated monthly published by the British Commercial Gas Association, of 47, Victoria-street, Westminster, S.W. 1), deals with the subject of the use of coal gas as a motor fuel. In this number the opinions of various representative men in the motor and gas industries are adduced to show that there is every likelihood that coal gas will prove to be more than a mere war-time substitute for petrol. Its great recommendation is its economy, and the chief obstacle in the way of its widespread adoption is the storage difficulty. This is discussed at length, and the confident hope is expressed that when peace returns and brings with it the release of certain essential materials, the problem will admit of highly satisfactory solution.

The New Jerusalem.

Speaking at the Royal Institution on Tuesday, Professor Flinders Petrie urged the necessity for rebuilding Jerusalem on lines entirely different from those that were followed at Athens and Rome. There must be no building on top of the ancient city. Suburbs should be laid out on either side about two miles from the centre of the city, with which they would be connected by electric trams. People should be prohibited from building in the old city, and the whole population would move to the suburbs in a generation or two. Ultimately public offices might be put up among the ancient buildings, and there might also be a rest house for pilgrims and a hospital in which Jews could die within the boundaries of the old Jerusalem.

Town Planning and Housing.

A report on town planning and the housing problem has been circulated to members of the Grimsby Town Council by Councillors Hogg and Johnson and the Borough Surveyor, following their visit to the Sheffield conference on this subject. According to Councillor Johnson, the information gained may be of infinite value when the time comes for Grimsby to put a town planning and housing scheme into operation. The conference recognized that the Government should do away with the pernicious system of compounding of rates by giving local authorities the option of compelling tenants to pay or making the landlord collect the rates, showing in the rent books what was paid for rent and what for rates. Economically the compounding system was indefensible.

Home for the Scottish War Museum.

The interesting statement is made that the Government intends to place Edinburgh Castle at the disposal of Scotland as a home for the Scottish War Museum, and that the idea is actually under consideration seems to point to some similar arrangement in London. We all desire that the national war museum shall be worthy in every way of the great sacrifices made by the nation; but, on the other hand, it is natural that, in view of the state in which our finances must be after the war, there should be some hesitation as to the spending of vast sums on new buildings. Some of the suggestions made for the National War Museum, such as the cutting up of Kensington Gardens, are clearly absurd; but Sir W. Mond ought to take very careful note of possible existing buildings in London before countenancing any scheme for new buildings. There are some, like the Imperial Institute, which clearly have not fulfilled the end intended by their founders.—*Liverpool Daily Post.*

The New Working-class House.

The Local Government Board has issued a memorandum for the use of local authorities in regard to the provision and arrangement of houses for the working classes. The self-contained house is the type required, and it is suggested that the houses should be capable of being maintained in a state fit for habitation for at least 60 years, and that there should be a basis of twelve houses to the acre. Small front gardens should be provided, and in order to avoid a monotonous and depressing appearance the number of houses in a continuous row should not exceed eight or ten. In houses with three bedrooms on the front floor a 16 ft. frontage is desirable. Further suggestions are a sunny aspect for the living-room, the bath on the ground floor, and a paved area at the back of the house. A store for food and one for fuel should be provided, but, except in special circumstances, cellars are not desirable. The erection of blocks of buildings containing a series of tenements should be avoided.

Carpenters' Hall Lectures.

The following course of ten art lectures has been arranged by the Carpenters' Company. The lectures, which are free by ticket, and will be given in the Carpenters' Hall, London-wall, will take place on Wednesday evenings, at 7.15 p.m.

February 6.—C. F. A. Voysey, "Modern Symbolism."

February 13.—The Rev. Canon J. T. Parfit, M.A. (Canon of Jerusalem), "The Bridges and Buildings of Bagdad and Babylonia."

February 20.—Allen S. Walker, "Old Carpenters' Hall."

February 27.—Sir Alexander C. Mackenzie, Mus. Doc., LL.D., 'The Early Orchestra and its Combinations." (Musical illustrations).

March 6.—Professor Selwyn Image, "Some Varying Aspects of Religious Expression in Art."

March 13.—Arthur Keen, F.R.I.B.A., "The House as a Home."

March 20.—Banister F. Fletcher, F.R.I.B.A., F.S.I., 'Westminster Abbey."

March 27.—No lecture.

April 3.—W. H. Godfrey, F.S.A., "The English Almshouse."

April 10.—M. C. Duchesne, 'English Timber and the Safety of the Realm."

An Old Edinburgh Mansion and its Memories.

At the third meeting of the session of the Edinburgh Architectural Association, held in the Lecture Hall of the College of Art, Mr. W. Forbes Gray, F.S.A.Scot., lectured on "Gourlay's House and its Memories." The mansion, whose site is now covered by Melbourne-place, was demolished some eighty years ago to make way for George IV. Bridge. One of the most remarkable buildings of Old Edinburgh, being conspicuous alike on architectural and historical grounds, it was erected in 1569 by Robert Gourlay, a merchant burgess of Edinburgh, who was also Collector of Customs, Messenger-at-Arms at Holyrood, and 'servant" to the second Duke of Chatelherault, afterwards third Earl of Arran. At one time a private residence, then a State prison, then a Royal Palace, the scene of some of the most thrilling episodes in Scottish history, and a resort of statesmen, ambassadors, soldiers, ecclesiastics, lawyers—the national significance of Gourlay's House was apparent. It was the abode of Sir William Drury, Marshal of Berwick, who, in 1573, brought about the surrender of Edinburgh Castle, then in the hands of the gallant Kirkaldy of Grange. The latter and Maitland of Lethington, after the surrender, were captives in Gourlay's House, from whence they wrote their famous letter to Queen Elizabeth.

LAW REPORTS.

THE COURT OF APPEAL.

(Before Lords JUSTICES PICKFORD and BANKES and Mr. JUSTICE NEVILLE.)

Nott *v* The Cardiff Corporation.

By a reserved Judgment delivered on January 24, the Court held that the Cardiff Corporation were not liable to pay about £12,000 awarded to the late Mr. L. P. Nott, a contractor of Bristol, for extras in connection with a contract for the construction of a reservoir for the Corporation. Upon this point Lord Justice Bankes dissented.

Lord Justice Pickford, in giving judgment, said that the work on the reservoir ceased by mutual consent in September, 1914, and the arbitrator was concerned with disputes arising out of the contract so far as it progressed. The main question was whether the arbitrator had had power to award payment for extras in the absence of written orders by the Corporation's engineer. Other questions were whether the Corporation by their conduct were precluded from relying on the absence of such written orders, and whether the amount awarded was recoverable as damages for breach of contract. There was also a question whether the contractor was entitled to the repayment of £427 5s. he had paid as rates during his occupancy of a short line of railway which was used by the contractor for conveyance of materials to the site of the works, which line of railway had been constructed some years before in connection with another reservoir which had been made for the Corporation, but which had been allowed to get out of repair and become derelict, and before being again used had had to be repaired by Mr. Nott. Upon the question as to the extras his Lordship said that written orders were by the contract a condition precedent to payment by the Corporation, and here there were no such written orders. Nor in his opinion was there any reason for implying a term in the contract which would entitle the contractor to dispense with the condition precedent. The honesty of motive of the Corporation's engineer in requiring the work in respect of which extras were claimed was not "impugned," it could only be said that he took a view of the contract which the arbitrator thought unreasonable. Under these circumstances the Corporation were not precluded from relying on the absence of written orders. He did not think that the acts of the engineer which caused the extra expense constituted breaches of contract for which damages were recoverable. His Lordship also expressed the opinion that the Corporation were not liable to repay rates paid by the contractor on the railway during the time he had been placed on the rate book as the "occupier" by the local authority.

Lord Justice Bankes agreed that the Corporation were not liable to repay the rates to the contractor, but thought the arbitrator had jurisdiction to award the £12,000 for extras.

Mr. Justice Neville agreed with the Judgment of Lord Justice Pickford, and the appeal was accordingly allowed and an order made that the arbitrator ought not to have allowed any sum for extras.

Leading Contents.

	PAGE
SOME REFLECTIONS ON ARBITRATIONS..	77
NOTES	78
"WHERE THE GREAT CITY STANDS"....	79
THE EDUCATION OF THE PUBLIC	80
GENERAL NEWS	81
LAW REPORT	81
OLD MARYLEBONE	83
CORRESPONDENCE	85
THE BUILDING TRADE	86
WHAT ARE THE LIMITATIONS OF THE MACHINE?	86
PROPOSED NEW BUILDINGS AND OTHER WORKS	88
COMPETITIONS, CONTRACTS, &C.	88
PRICES CURRENT OF MATERIALS	89
PATENTS	90

ILLUSTRATIONS.

Sir E. L. Lutyens.

OUR readers will be glad to have the characteristic portrait of Sir E. L. Lutyens, A.R.A., which we publish this week; it is drawn from an admirable photograph taken recently by Mr. F. R. Yerbury.

"Heathcote," Ilkley.

OUR illustrations of the fine house of "Heathcote," Ilkley, erected for Mr. J. T. Hemingway by Sir E. L. Lutyens, are from sketches taken in the house itself by Mr. Raffles Davison, and show points of view not hitherto published. There is a wealth of beautiful detail in wrought ironwork, carved stone, and plaster work suggested in our illustration. Few large houses are completed with such admirable accord between the building and the furnishing.

"The Stuart Room," Hampstead.

AMONGST the various fine apartments in "The Hill" (Lord Leverhulme's residence at Hampstead) the Stuart Room is conspicuous for its rich and harmonious effect. The walls are covered with old oak panelling and are furnished with numerous rare examples of beautiful old needlework, which take the place of pictures. The cabinets, settees, and chairs are all striking instances of the cabinet-maker's art. Our sketch does not convey an impression of the length of the room, as it was drawn to show the quality of detail rather than the general effect.

OUR illustrations also include an illustration from Letarouilly's "Edifices de Rome Moderne."

MEETINGS.

MONDAY, *February* 4.

Royal Institute of British Architects.—General Meeting. 4 p.m.

Royal Society of Arts.—Mr. C. R. Darling, F.I.C., on "High Temperature Processes and Products" (Lecture III). 4.30 p.m.

TUESDAY, *February* 5.

Institution of Civil Engineers.—The Hon. Sir F. J. Edward Spring, K.C.I.E., M.Inst.C.E., and Mr. H. H. Gordon Mitchell, M.Inst.C.E. on "The West Quay of Madras Harbour." 5.30 p.m.

Royal Society of Arts.—Mr. C. du P. Chiappini, on "The Industrial Resources of South Africa, 4.30 p.m.

WEDNESDAY, *February* 6.

Royal Archæological Institute. — General Meeting. 4.30 p.m.

THURSDAY, *February* 7.

Society of Architects.—Mr. Herbert Wigglesworth, F.R.I.B.A., on "Unity of the Profession." 6 p.m.

OBITUARY.

Sir John Wolfe-Barry.

The death of Sir John Wolfe Wolfe-Barry after a month's illness closes a life devoted to practical science. He was the youngest son of Sir Charles Barry, and was born in 1836 in London. He was educated at Glenalmond and King's College, London. His first business employment was with Messrs. Lucas Brothers at Lowestoft. The knowledge of the practical side of building construction acquired there was of service when he was apprenticed to the firm of which Sir John Hawkshaw was the head. After the conclusion of the building of the Charing Cross and Cannon Street Stations he commenced practice on his own account, and utilised some of the leisure of those earlier professional years by scientific investigations carried on partly in conjunction with Frederick Bramwell and E. A. Cowper. In 1868 he was elected a member of the Institution of Civil Engineers, and gained the Telford Medal. When the "Inner Circle" Railway was projected, he, along with his former chief, Sir John Hawkshaw, was appointed engineer. He designed the Blackfriars Bridge for the London, Chatham & Dover Railway. When the needs of the Glamorganshire collieries demanded greater accommodation than was then obtainable at Cardiff, the proprietors determined to build the Barry Dock, and this erection, as well as the subsequent extensions, was carried out by him. In 1885 he was called upon, in conjunction with Mr. Horace Jones, to erect the Tower Bridge for the Corporation of London, on completion of which Mr. Jones was knighted and Mr. Barry became C.B. Deceased was also the engineer of the Middlesbrough, Immingham, and Hull Joint Docks. On the occasion of Queen Victoria's Diamond Jubilee he was created K.C.B. This distinction was an acknowledgment not merely of his professional distinction, but of his national services as one of the Royal Commissioners of Irish Public Works of the Western Highlands and Islands of Scotland, and of the International Consultative Commission on the works of the Suez Canal. Besides giving evidence before Parliamentary Committees he has served on the Ribble Navigation, on the Accidents to Railway Servants, and various other Royal Commissions. He published in 1875 a text-book of "Railway Appliances," which went through several editions.

Sir John was a lieutenant-colonel of the Engineer and Railway Volunteer Staff Corps. He was also a member of the Army Railway Council, was consulting engineer to various railway companies, and chairman of the Eastern and Eastern Extension and Western Telegraph Companies. Sir John was twice President of the Institution of Civil Engineers, he was a Fellow of the Royal Society, and he received the honorary degree of LL.D. from the University of Glasgow. He married, in 1874, Miss Rosalind Rowsell. In 1898 he had a royal licence to assume the additional name of Wolfe.

Sir Alexander Rendel.

Sir Alexander Meadows Rendel, K.C.I.E., senior partner of the firm of Messrs. Rendel, Palmer, & Tritton, consulting engineers, died a few days ago at his residence in London, in his eighty-ninth year. He was the eldest and the survivor of four brothers, the sons of Mr. James Meadows Rendel, F.R.S.—himself an engineer of eminence, and a President of the Institution of Civil Engineers. Sir Alexander Rendel, who was a scholar of Trinity College, Cambridge, started life as assistant to his father, on whose premature death in 1856 he was, notwithstanding his youth, thrown into a position of great responsibility in carrying on the business and in adding to it an extensive practice of his own. In this country he was responsible in particular for designing dock and harbour works, among which may be mentioned the Royal Albert Docks and the Shadwell Basin on the Thames, and the Albert and Edinburgh Docks at Leith. But he was most widely known for, and was most proud of, his lifelong association with Indian railways. It is not too much to say that, as adviser in this country to the India Office, and to most of the principal railways in India, he took a prominent and often decisive part in close co-operation with his intimate friend and stanch supporter, Sir Richard Strachey (for many years Member of Council for India), in all questions of moment, not only regarding engineering but also regarding administrative and economic matters, which affected the development of the railway system in India. He was responsible for the designs of a large number of bridges in India, more than sixty of which crossed rivers with waterways varying in width from 1,000 to 10,000 lineal feet. Two of the most important were perhaps the Lansdowne Bridge over the Indus at Sukkur opened in 1889—at that time the largest cantilever bridge in existence—and the Hardinge Bridge over the Ganges at Sara, completed in 1915.—*Times.*

Dr. William Greenwell.

The death occurred at Durham, on the 27th ult., in his 98th year, of the Rev. Dr. William Greenwell, F.R.S., who was well known as an archæologist.

Deceased was an ex-president of the British Archæological Association and president of the Northumberland and Durham Archæological Society. He was regarded as an authority on Durham Cathedral and on ancient British barrows, his book on "British Barrows" being published in 1877. He had several valuable and interesting collections, including Greek coins, stone implements, and prehistoric vases.

Mr. W. Green.

Mr. Wm. Green, a well-known Stourbridge builder, painter, and decorator, died recently at the age of 81 years.

Mr. J. Kempster.

We regret to record the death of Mr. John Kempster, B.A., F.S.I., of the firm of Messrs. Patterson & Kempster, quantity surveyors, Dublin, which occurred on the 19th inst., after a partnership of forty-six years. The deceased at the time of his death was a member of the Executive Committee of the Surveyors' Institution (Irish Branch) and Chairman of the Quantity Surveyors' Sub-Committee of that body. He was seventy-two years of age and leaves a widow but no family. The practice of the firm, which was founded by the late Mr. A. T. Patterson in 1860, will be continued by the surviving partner, Mr. Ernest J. Anthony, F.S.I.

The Society of Architects.

A meeting of this Society will be held on Thursday, February 7th, when a discussion on the subject of "Unity of the Profession" will be opened by Mr. Herbert Wigglesworth, F.R.I.B.A.

Town Planning.

The first of a course of five public lectures on town planning by Professor Beresford Pite was given in the Manchester City Art Gallery on the 25th ult. The course has been arranged by the Manchester School of Architecture. In introducing Professor Pite, the Lord Mayor emphasised the importance of educating not only the public, but also the local authority on the need for town-planning at once in the interests of health as well as beauty. Professor Pite, in his opening lecture, said that London, and even Manchester, in their irregularity, misty humours, and gruesome hues, had an artistic appeal that thwarted a clear vision of civic architectural decency. There were elements of undesigned beauty in sites, in atmospheric effect, in the unaffected purposes of chimneys, and in the mingled disorder of dwellings, gasworks, churches, and factories, but they could not and must not be the basis of any respectable theory of civic design. Unaffected directness and simplicity of planning must be the main guiding principles of the town-planner.

OLD MARYLEBONE.*

I HAVE thus dealt with the manors, the church the water-works, and the park, and I want now to try and give you some picture of what rural Marybone was in the eighteenth century, and, with little change, continued to be up to the beginning of the last century.

The parish boundaries, after being once fixed, remained practically the same, only a few small adjustments having been made. On the west and south the old Roman roads formed the boundary; on the north the parish of Hampstead. Boundary-road—which crosses the Finchley-road between Marlborough-road and Swiss Cottage—marking the exact boundary line; on the east the line runs diagonally down Primrose-hill to Cleveland-street, then down Rathbone-place to Perry's-place, thence turning eastwards to the corner of Oxford-street and

Marylebone Basin.

Tottenham Court-road. All roads out of London were blocked by turnpikes, Tyburn Gate being one of them.

Now let us try and imagine ourselves on a summer morning in the first half of the eighteenth century taking a walk from Holborn westwards. It is fairly good walking along Holborn till we have turned the corner past St. Giles' Church, near to which we see a drunken man in the stocks, and one or two strayed animals in the pound, and we notice a coach struggling through the mud on its way to Tottenhall Manor House. When we get to the beginning of Oxford-street, we have left the town behind us, there are no houses to be seen in Oxford-street, and the roadway is full of deep ruts and muddy in the extreme, and we can still see the remains of the earthworks which were thrown up by order of Parliament during the Civil War. Standing back from the road is one of the old posting-houses, the "Boar and Castle," and a little further on there is a small public-house called the "Adam and Eve." Here we turn off the street up Wells-lane, and at once we find a footpath into the fields. From a house standing back from the path, loud and excited shouts can be heard. This is the notorious "Boarded House," now kept by a well-known pugilist named James Figg,

> "The great Figg, by the prize-fighting swains
> Sole monarch acknowledged of Maribone's plains."

Here all sorts of prize-fights take place and there was a notice in yesterday's news sheet that "On the 8th of May will be performed an extraordinary match of boxing between Joanna Hayfield, of Newgate Market, basket-woman, and the City Championess, for ten pounds." The place is full of a boisterous and unsavoury crowd, and we continue across the fields, which are here extremely lonely and the scene of many assaults by footpads, but fortunately we meet none and reach the "Half Way House" in safety. Here we are on the outskirts of the village of Marybone, where there is plenty to entertain us. First, let us look in at the Marybone Gardens and get some breakfast and listen to the band. These gardens are very tastefully laid out and much frequented, and are alluded to in Mr. Pepys' diary, as he visited them in 1688. Affixed to the gate we notice an advertisement of the benefit for one of the artistes, Mrs. Vincent, "when there will be a concert and ball, and to ensure the company's safe return home, there will be a horse patrol to the City Road to and from the Gardens, to protect those friends who intend to honour Mrs. Vincent with their company." Good music is always to be heard here, and the compositions of one Mr. Handel, who is rapidly becoming famous, are frequently performed. A story was going the round of the coffee-houses last week to the effect that Mr. Handel invited his friend, the schoolmaster, Mr. Fountayne, to hear one of his new pieces of music, not telling him who was the composer. After listening to it, Mr. Fountayne said, "Poor stuff, Mr. Handel," to which Handel replied, "You're right, sir, it is poor stuff; I thought so when I wrote it." We will not, however, linger here now as the evening is the proper time to visit these gardens to see the fireworks, but we must just look in at "The Rose of Normandy," where there is a good skittle-alley, and if we are lucky we shall see the pretty actress, Nancy Dawson, putting up the pins.

There was an announcement in this morning's news sheet which has excited our curiosity, viz., that "Their Royal Highnesses the Princesses Amelia, Caroline, Mary and Louise and His Royal Highness the Duke of Cumberland went from Kensington to St. Mary-le-bone to view the Great Grotto and were delighted," so we will try and find the place. The Grotto is a very little way off, on the other side of the High-street, and after paying 2s. 6d. each for admission we find a most wonderful structure of shell work. It is surrounded by a pleasant garden, and there is a cold bath if we wish to take one. This grotto was made by a man named John Castle, who displayed a great ingenuity in its construction. [I may interpolate here that if any of those who are interested in old London topography care to walk down Paddington-street, they will find on the south side, a little east of the cemetery, a very narrow opening which still bears the name of Grotto-passage.] Having finished an inspection of the Grotto, we continue our walk over the fields westwards, and we soon arrive at Lissing Green with its picturesque rustic surroundings. Just opposite is the well-known house of refreshment, the "Yorkshire Stingo," where we may refresh ourselves with a glass of its excellent ale. It would be pleasant to turn into a field path running northwards and go up to St. John's Wood Farm, but we have not time, so we turn eastward again, and, almost opposite Marylebone-lane, we find another lane leading to the Marylebone-park Farms, the largest of which is farmed by Mr. Willan; from here a lane leads to the "Jew's Harp," where there is a large

Marylebone in 1740.

ballroom, a tennis hall and skittle-grounds and further on we see "The Queen's Head and Artichoke"; both of these inns are celebrated for their bowling-greens and as houses of refreshment. As the landlord of the last mentioned inn is standing at the door, we ask him the meaning of his curious sign, and he tells us that, as his predecessor had been gardener to the late Queen, he wished to combine in the sign both Her Majesty and the garden.

Passing on a little further, we come to the "Farthing Pie House," where we will stay for some refreshment in the shape of one or two of its renowned pies, and we will ask Price, the proprietor, to show us his skill by playing tunes on the salt box. Having rested we come out and find quite close to us a long rope walk, shaded with pleasant trees; we are allowed to walk down this, and close to its southern end we find Merchant's Water Works, and by paying a small fee we are permitted to walk through the grounds and thence we find our way to St. Giles' Church and back to Holborn.

Now, in describing this imaginary peregrination, I can well believe that some of you may think I have been romancing, but there is chapter and verse for all my statements. In the *Evening Post*, of March 16, 1715, it was announced that four gentlemen were stripped and robbed yesterday in Marybone Fields. Portman-square began to be built in 1714, and this is what Southey says of it: It is on

The "Jew's Harp" P.H.

the outskirts of the town, approached on one side by a road unlit, unpaved and inaccessible to carriages." Thomas Pennant, who published a book about London as late as 1790, wrote thus of Oxford-street in his time: I remember it as a deep, hollow road, full of sloughs, with here and there a ragged house, the lurking-place of cutthroats, insomuch that I was never taken that way at night in a Hackney coach to a worthy uncle's, who gave me lodgings in George-street, but I went in dread the whole way." In the *Evening Post* of January 30, 1760, it is stated that "on Saturday last, about ten in the evening, as a post-chaise was coming to town between the turnpike and Tottenham Court-road, a highwayman stopped the postilion and swore he would blow his brains out. The Earl of Meath jumped out of the chaise and fired a pistol, and the highwayman rode off." Pugilism seems to have been very fashionable in those days, and after the Boarded House was closed, John Broughton built what he called the Royal Amphitheatre in Hanway-yard, and this was used solely for prize-fighting. Bowling-greens were also numerous in Marybone. The stocks and the pound remained as village accessories till a comparatively late date, as we find that in 1756 the Vestry passed a resolution that Mr. Maxwell and Mr. Warner, both vestrymen, or any other carpenter in the parish do against next meeting make an estimate and proposal for making and erecting stocks and whipping post." Again in 1772, the Pound, which had existed near Oxford-street, was removed further north near Lisson-green.

The old ceremony of "Beating the Bounds" was kept up till towards the end of the eighteenth century, and some very curious customs prevailed, such as bumping an unlucky pedestrian who happened to be passing, and whipping boys at certain boundary marks in order to impress upon them the exact locality. The first record of this custom occurs on May 12, 1683, thus: "Paid at the White House for perambulation, £00.03s. 00d." and "Paid at Fletchers for do., £02.00s. 06d." Fletcher, by the way, kept the Boarded House which we have already seen, before Figg. Again, as late as 1760 we find an entry: "Paid to sundry boys whipped at the perambulation, 4s. 10d." The duty of the churchwardens at these perambulations was to see that all parish boundary marks were intact. We find that in 1754 the churchwardens reported that they had a perambulation of the parish on last Ascension Day, and that several marks or bounds had

* The conclusion of a paper by Mr. John Slater, B.A., London, recently read before the London Society, the first part of which appeared in our last issue.

been removed and great encroachments had taken place, and it was resolved that the churchwardens and other officers do meet the officers of the parishes of St. Pancras and Hampstead to settle the proper marks or bounds and fix stones to mark them. To-day, the ceremony would be very difficult to carry out.

Country fairs used to be held in Marybone, and the suppression of these village amusements led to much disorder. In 1769, a Mr. George Mercer was paid by the Vestry £14 16s. 8d., " being expenses by him paid to the High Constable and Constables for attending to suppress a riotous and disorderly assembly under pretence of keeping a fair near Queen Anne Street in this Parish." In 1792, it was

The New Road, 1750.

ordered that the sum of £1 9s. 7d. be paid to the constables of the parish, " being money expended by them on Sunday last in preventing fights and disorders in the fields of the Parish." And to show how much in the country Marylebone was, I may mention that in 1769 " it was moved by Mr. Jacob Hinde and resolved ' that a petition be drawn and signed by the Vestry and such other inhabitants as chose, to be addressed to the Post-Master General, requesting him to extend the general post to the exterior parts of the parish.' " In 1773, a duel was fought in Marybone Fields between Lord Townshend and the Earl of Bellamont, and in 1778 the fashionable news sheet announced that " many persons have returned to town from their country houses in Marybone."

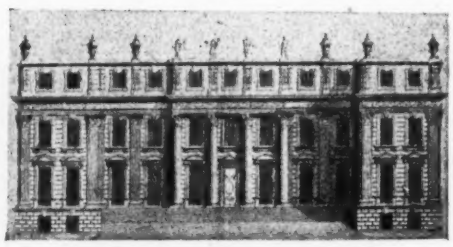
The first inroad into the seclusion and rusticity of Marybone was made in 1757, when what was called the New Road was cut through the fields from Paddington to the City. This road now bears the names of Marylebone-road, Euston-road, Pentonville-hill, and City-road, and was really a fine arterial road. The Act authorizing its construction stipulated that no houses other than those standing at the time should be erected nearer the roadway than fifty feet, and it would have been well if this stipulation had not been infringed. For some considerable distance the houses are still fifty feet back, but in parts of its course, notably on each side of the Tottenham Court-road, business premises have been erected right up to the pavement, although even now, in some cases, the original fronts of the houses remain fifty feet in the rear behind the shops. The advantages of this new access to London were soon appreciated, and the first omnibus running from Paddington to London took this route, starting from the " Yorkshire Stingo." It is curious to notice how very slowly buildings extended north of Oxford-street. In 1715, Cavendish-square was laid out and some very fine houses were built there, Harcourt House, on the west side, having remained until quite a recent date. On the north-east side of the square was Lord Foley's house, the north side of which had a delightful country view of Hampstead, and when the new Regent-street and Portland-place were authorized, Lord Foley insisted that the latter should be so planned as not to obstruct his country view; this is the reason why Portland-place has such an unusual width. A magnificent house was designed for the north side of this square for Lord Chandos, but it was never built.

Stratford-place was planned on a grandiose scale in 1775 by the second Earl of Aldborough, who built the fine mansion which still occupies the north side of the Place.

In consequence of the increasing number of houses which began to be built just on the north side of Oxford-street, George II. in 1731, granted to the Earl and Countess of Oxford the right to hold a market in the neighbourhood. In 1732, Oxford Market was opened, built from the designs of James Gibbs, a local man of great repute as an architect. This market stood just a little to the east of Regent-street, close to where Waring & Gillow's now stands. It was enlarged in 1815 and remained till 1876, when it was pulled down and replaced by a block of flats known as Oxford Mansions. It was not, however, till quite towards the close of the eighteenth century that any buildings were erected north of what is now Mortimer-street, and when Mr. Berners granted a 999 years' lease to the Middlesex Hospital in 1755, its first buildings stood in the midst of fields. It was undoubtedly the construction of Regent-street and Portland-place and the formation of Regent's park, in the early days of last century, that finished the transformation of Marybone Fields into bricks and mortar, and finally took away from the parish all trace of its rustic character, and linked it up with, and made it part of, the huge London of to-day.

Lord's is the Mecca of all good cricketers, and Lord's Cricket Ground has been associated with Marylebone for 130 years. The M.C.C. arose from the ashes of the old White Conduit Cricket Club, says Mr. Andrew Lang, and when Thomas Lord in 1783 hired a piece of ground where Dorset-square now stands, the White Conduit Club became known as the Marylebone Cricket Club, and matches were played here till 1811. This ground was the scene of M. Garnerin's balloon ascent in 1802. In 1811, a new ground was taken at North Bank, but this was not found suitable or convenient, and in 1814 Lord took a lease of the western half of the present ground. The first match played here was M.C.C. *v.* Hertfordshire, on June 22, 1814, and it has been the headquarters of cricket ever since.

In 1814, Marylebone was the scene of the headquarters of the Cato-street conspiracy. This was instigated by a man named Thistlewood, who, with three or four others, plotted to murder the king's ministers at a dinner given by one member of the Ministry. However, a man named Edwards, who was a spy in the pay of the Government, gained the confidence of the conspirators and gave information of all that was on foot, and the men were all arrested in a stable in Cato-street and were afterwards



Design for Chandos House.

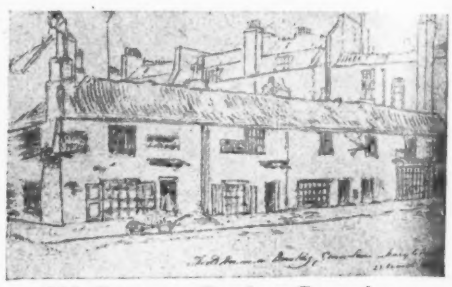
hanged at the Old Bailey. You will not now find Cato-street in the directory, as its name was changed to Horace-street.

It is interesting to note that in 1798, at a time when England was in dread of a French invasion, a corps of Marylebone Volunteers was formed, and it is recorded that their first colonel stated his intention to see that every man in the front rank should have a musket. The march of the Marylebone Volunteers to Hounslow was celebrated by a local poet, and here is one of his stanzas.

Then some danced when they struck up the band
But we rode home quite sober and steady,
And should the foe dare for to land,
They'll find that we always are ready;
For our lads have got true British hearts,
And I'm sure they will do the neat thing, Sir!
They may ride to the gallows in carts
Who won't fight for their Country and King, Sir.

Doggerel if you like, but in these verses we have an echo of the spirit that animated our forefathers at the time of the Armada, that inspired Nelson at Trafalgar, and which, thank God, is not dead to-day.

The number of eminent people who have lived in Marylebone is remarkable, and I can only very briefly refer to a few of them. Among the men of science are Barretti, the first secretary for foreign correspondence of the Royal Society and friend of Dr. Johnson, and Faraday; Russell, Barry, Turmer, Wilkie, Romney, Landseer and Benjamen West represent the painters; Nollekens, Rysbrach and Bacon, the sculptors; Gibbs and Sir William Chambers, the architects; Gibbon and Hallam, the historians; Macready, Sheridan, and Mrs. Siddons, the stage; Dickens and Tom Hood, Tom Campbell, Mrs. Browning and George Eliot represent literature; and William Pitt stands for politics. I must also mention the celebrated Mrs. Montague, who lived in the large house at the north-west corner of Portman-square, and who always entertained the London chimney-sweeps on May Day.



Old Cottages, Bowling Green-lane.

Among the most notorious names are those of Joanna Southcott, who announced to the world that she was to be the mother of the new Messiah, Lord George Gordon, and Thistlewood.

A large Huguenot colony settled in Marylebone in the eighteenth century. Among the refugees were the Sieur Claude de Crespigny, Jacques Abbadie, Dean of Killaloe, one of the most eloquent men of his day, and Isaac Gosset, the ancestor of the two Gossets who were Serjeants-at-Arms to the House of Commons. Sir Samuel Romilly, the judge, says that his father selected Marylebone as a place where " his family, during the summer months, might breathe a purer air than London." Others of the Huguenots are the brothers Chalon, one of whom painted the well-known picture of Napoleon on the " Bellerophon," now in Greenwich Hospital; Henry Fauntleroy, the noted forger, who was hanged at Newgate in 1824; Sir Francis Bourgeois, who gave the fine collection of pictures to Dulwich College; this collection was made by another Huguenot, Desenfans, for Stanislas, the king of Poland, but never reached its destination. I might quote many more, but have not time.

I have now finished my story of old Marylebone, and we must remember that this is only one of the many parishes which originally surrounded the small city of London, and which have in time been swallowed up in the huge London of to-day. St. Pancras, St. Giles, Paddington, Westminster, Kensington would all furnish most interesting subjects for research in tracing their growth from villages to what they now are. Around us stand, though in ever decreasing numbers—and under our feet lie—the memorials of London's past, a past which in many respects has been sadly neglected. Byron's lines, though they were the result of a jaundiced outlook on everything English, had

a solid substratum of truth. There is not much that is very attractive in his description of London :—

A mighty mass of brick and smoke and shipping,
Dirty and dusty, but as wide as eye
Could reach, with here and there a sail just skipping
In sight, then lost amidst the forestry
Of masts; a wilderness of steeples peeping
On tiptoe through their sea coal canopy;
A huge dun cupola, like a foolscap crown
On a fool's head—and there is London Town.

The future of London lies on the knees of Time. May it be the province of this London Society not only to investigate and record the relics of the past, but so to guide and influence London's future development, that our descendants may have a city that they may be proud of, that the smoke and the dirt, the slums and congested areas that now disfigure her face may be gone for ever, so that these words of an unknown poet, who wrote over a hundred years ago, may be more than realised :—

No eye need languish and no sense repine;
Mirth, pleasure, beauty, London, all are thine:
'Tis thine to please, rich funds dispense around.
In every street some cheering scene is found,
Some novel view, some genial sight, to raise
Our admiration and attract our praise.

CORRESPONDENCE.

Painter Stainers' Hall.

SIR,—Your excellent illustrations of Painters' Hall give a good idea of the building as it now is. But the article accompanying them goes rather far in stating that the surveyor has carefully preserved the historic character of the buildings in making the recent alterations.

The building was erected in Wren's time, and was a good specimen of the work of that period, as some of the remains of what it was still show.

The staircase is entirely new, the old one having vanished during the alterations. The new one, we are to suppose, was designed to introduce some other style than that of the Wren period, though it is as difficult to say what the style is as to guess why the Wren period work should have been set aside.

It has been suggested that the staircase was done in Elizabethan style because Queen Elizabeth granted a charter to the Painters' Company; but this can hardly be. The staircase is of bright polished red mahogany.

It is to be supposed that it pleases someone, but how is it that, at the Painters' Hall, there is no purely decorative painting to be seen except a few small panels in the Painted Chamber where most of the panels are pictures?

Surely the Painters' Company was not obliged to fall back upon the plasterers for the decoration of the great ceiling of their hall, and did no one connected with the Company know the difference between the rough plaster ornamentation recently put up and the refined and dignified Wren proportions of the Hall with its classic columns and balcony?

The Painters' Company prides itself upon its efforts in the cause of education. Had they not better first learn a little themselves as to the value of period decoration, and as to the desirability of really preserving the historic character of ancient buildings?

Who can have done it? Would it not be possible to find the remains of the old Wren staircase, or possibly to get one from some one of the Wren houses that are sometimes pulled down.

If this could be done the Company ought to present the new staircase, Tudor mahogany and all as it is, to the Royal Institute of British Architects, asking them to keep it to preserve the historic character of the modern architect.

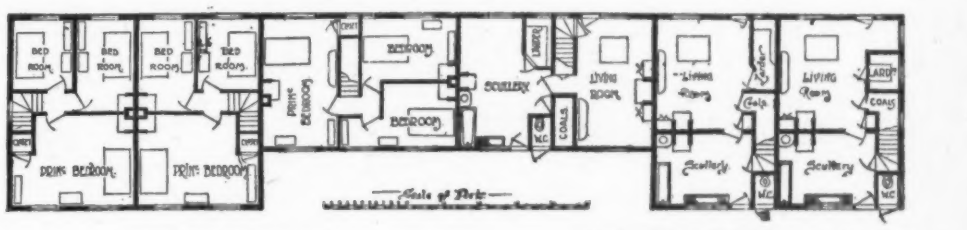
PAINTER-STAINER.

[*** The work of architects employed in connection with historic buildings is almost always criticised, but we imagine that Mr. Searles-Wood could, if he liked, meet any reasonable criticisms made.—ED.]

The R.I.B.A. Competitions.

SIR,—I cannot possibly compete in the competition as I have not the facilities for so doing, but perhaps as far as I got in Class A might be of assistance to your contributors, so I enclose the result, hoping it will be worth publishing. It seems apparent from the correspondence in your journal that architects and pupils in the building trade who are in the trenches are going to find it very hard to get going again, what with standardisation of things and registration of architects, which seems to me to hint too much of a possibility of the future architectural profession being monopolised by "a ring." I hope the architects out here will be allowed a voice in these matters when the time does come. I think we have a right to it.

The sketches show first and ground floor plans of the three types of houses as specified in a block of six houses, in the conditions of the competition. The fronts of the houses are faced with picked red facings with string courses of buff bricks. The jambs of the window and doors are lined with buff bricks. The bath in every case is fixed in close proximity to the copper and is concealed in a cabinet, the top of which is provided with a hinged lid, so that when the bath is not in use it can be used as a table, and the effect of this is both novel and pleasing. In every case the w.c. forms a part of the main building, but the entrance is from the outside. It will be observed that the larder is kept well away from the w.c. It is generally considered dirty to have coal storage on the same floor level as the living rooms, and, where coals are required to be accessible under cover, the old type cellar



FIRST-FLOOR PLANS. GROUND-FLOOR PLANS.

is the most satisfactory and convenient to the occupants. The larder is lined with glazed brick or tiles. The roof is covered with diagonal asbestos tiles of various colours, and by arranging the same into a pattern a very pleasing effect is the result. In England, where high pitched roofs are prevalent, it is usual to tile or slate indifferently. Where a cheap dwelling is concerned a very plain frontage is shown to advantage if the roof is made of coloured tiles arranged in a pattern. The result is highly pleasing, and I have wondered that the architects of this country have not noticed this before. Out here cheap workmen's dwellings are something good to look at, and are very pleasing to the eye, although the frontage is very plain. French architects specialise in their roofs, and they certainly know how to make a plain building look beautiful without making it look gaudy. I am sorry for all the architects out here that they have not the facilities to compete in this competition.

CHARLES FROBISHER,
Sapper R.E., B.E.F., France.
(Castleford).

The National Cottage Competition.

SIR,—An interesting point arises out of the great cottage competition organised by the R.I.B.A., the designs for which are due in a few days. The country has been subdivided into six areas, in each of which a competition has been organised with its own set of assessors and premiums (all on identical lines). The question suggests itself: Should the results be announced independently in each district or should the whole of them be announced in a single report issued by the R.I.B.A.? The latter system appears to be the more desirable.

The report, with its results, would attract more general attention and would carry more weight with the public, especially if an explanatory statement were appended briefly summarising the conditions which led up to the competition and the results which are expected to follow.

ARCHITECT.

The Preservation of Iron in Concrete.

SIR,—The very valuable information on the above subject which you published in a recent issue confirms my experience on this difficult subject.

Steel-reinforced concrete is of such recent origin that the data are scarce. The importance of preventing dampness, not only from rusting the steel but from disintegrating the cement by the action of wandering electrical currents, is not sufficiently recognised.

I first had my attention drawn to the latter danger several years ago by the engineers of one of the largest British Government Departments. They were desirous of protecting the underground work of their Telephone and Telegraph Departments. Several difficult tests were made by the Department engineers both in the laboratory and in actual work, with the result that Pudlo is now regularly specified by them to waterproof the concrete of the cement renderings.

The data I have collected on electrolysis are very instructive, and comprise opinions and facts from many countries and from the most eminent experts.

For instance, the American Society of Civil Engineers, in conjunction with three other associations, set up a joint committee on concrete in 1903, and in 1916 a full report was published. While the results of their experiments agree with the matter you have published, their report is more voluminous, and will be of interest to most architects and engineers.

I shall be glad to give any further information I possess on this subject to any of your readers.

J. H. KERNER-GREENWOOD.

King's Lynn.

REIMS CATHEDRAL AND ITS SCULPTURE.

Professor G. Baldwin Brown, Edinburgh University, read a paper on the 21st ult. to the members of the Edinburgh Association of Science and Arts, his subject being "Reims and its Sculpture." Reims in the perfect balance of its aesthetic qualities, represents, he said, the culmination of the Gothic art of Central France, and it is especially notable for the exceptional amount of decorative sculpture of the finest kind displayed in the upper as well as the lower stages of the structure. It is more poetic than Amiens, more restrained than Beauvais, and, though in some points of interest, it yields to Chartres, it stands, on the whole, first among the great Gothic churches of the world. It possesses, moreover, a special importance for the student of artistic history in that the qualities shown in it are directly expressive of the life of the times in which it arose. Central France in the twelfth and early thirteenth centuries was the theatre of important new movements in the political, social, religious, and intellectual spheres, as well as in the domain of the imagination and the emotions, and every aspect of these movements left its impress on the great architectural monuments, such as Reims, that were the glory of the age.

THE BUILDING TRADE.

WHAT ARE THE LIMITATIONS OF THE MACHINE ?—I.

FOR some time past the world of art—at any rate, that part of it which is concerned with the fortunes of architecture, music, the drama and the handicrafts—has been divided on the question that gives to these lines their title.

The problem involved is one fundamentally important to all who are interested in the future of English art and the part that it may be called upon to play in the work of reconstruction; but, in spite of its importance and the urgent need for composing the claims of the rival factions, much more heat than light has hitherto resulted from their friction.

This, I believe, is the consequence rather of an imperfect enunciation of the problem than of its inherent difficulty, and if this be the case our progress in the work of solution will depend on our ability to give it a clear and adequate restatement.

It is sufficiently obvious that if we concern ourselves only with the discovery of the *machine's* limitations, we are likely to ignore factors in the problem which appear vital only when we begin to apply the principles which have emerged in its examination.

Having discovered, for example, that machinery can be trusted to reproduce with superficial exactitude whatever in the fields of art or of the handicrafts man has first of all created as a pattern, it is only too likely that we shall be inclined to set it to work upon the task of counterfeiting in bulk the genuine productions of the artist and the craftsman, without waiting to see whether the cause of human development be thereby retarded or advanced.

It is the old fallacy of our political economists, who, professing to examine *in vacuo*, as money-specialists, the actions and reactions of the dismal science without any weak or unscientific admission of ambiguous spiritual or aesthetic elements, have imparted to the fittest survivors of our commercial battlefield the deadly secrets of material success.

Our profiteers, who, in the bad old days before the war, were accustomed to corner with impunity the wheat, the bacon, the margarine and the potatoes of the poor man's table, were but buying in the cheapest market and selling in the dearest—the very course laid down for their guidance by three generations of political economy.

In the same way, the scientific industrialists of to-day, in reducing a man's daily task to the drilled "performance without variation of a cycle of mechanical movements," are but following the precept of Adam Smith and his progeny in subdividing the processes of production in the interests of profit.

Just as the economist does not profess to give advice to merchants or manufacturers as men of taste, religion or manners, but merely as men interested in money-making, so the question, "What are the limitations of the machine?" has been asked during the past hundred years, not of the social philosopher, whose task it should be to "place" the machine, but rather of the blatant dividend-grinder, who means to employ it to his own dull and detrimental advantage.

The difference in point of view is a difference in standard. The standard of the one is a standard of profit masquerading as high productivity and of high productivity masquerading as progress.

The standard of the other is what we may well call the human standard.

In the light of this standard the proper limitations of the machine are to be discovered not so much by an investigation as to what, under certain favourable conditions, the machine can be induced to produce, but rather by the finding out what is really the best work for man, having regard to its reaction upon his own capacities and to the importance of maintaining and developing them, "by a right understanding," to use the words of Ruskin, "of what kinds of labour are good for men, raising them and making them happy, by a determined sacrifice of such convenience or beauty as is to be got only by the degradation of the workman, and by an equally determined demand for the products of healthy and ennobling labour."

Agreed, then, that it is the human standard and not the profit standard that we are to apply to the details of our problem, of what sort is this standard—this measure of a man—that the instruments of our productivity are to be gauged with?

What sort of a man is he that is to be our type of citizen—the kind of man that we are to aim at producing?

We shall surely be agreed that he must be a well developed and well balanced one, with his faculties of head, heart and hand so far as possible all trained and on the alert; with his imagination and his sympathies so stimulated and nourished that they may inform his will with motives of real moment and beauty—of real social and individual utility.

Now this development and training must be carried on, so far as possible, during that period of life when man is receptive and malleable—when his senses and capacities are still responsive to guidance and stimulus.

To a certain extent this training and development can be undertaken in his school days; but, for the average boy, school education ends with his fourteenth year and leaves him with all his real capacities and most of his senses entirely untrained and even undiscovered. It is manifest, therefore, that for a practical introduction to a world full of the raw material of creation and sense experience, he is at present—and even with a reformed school curriculum will always be to a great extent—dependent upon his working days' experience for the greater part of his personal development.

Bearing this in mind and remembering at the same time the biological maxim that Man, in common with every other variety of organism, has a tendency, in his struggle for survival, to develop those organs and abilities with which he is able successfully to confront Necessity, we must come to the conclusion that, *so far as possible*, Man's work should be of the kind that necessitates or confers a decent, all-round development. At any rate, that industrial organisation should be watched over and directed by an intelligence to which this fundamental principle is not foreign.

In practice this principle supplies a point of view from which the unlimited extension of mechanism in industry is seen to be in the highest degree detrimental, and at the same time provides a rational element in the structure of a new canon of industrial æsthetic.

In the wide field of achievement in architecture and the allied handicrafts, beauty is, or should be, a constant factor or ingredient, and beauty, under intellectual analysis, is resolvable into a number of separate elements, for the most part easily recognisable.

Of these not the least important or desirable is proportion. Beauty, however, is by no means to be attained by a conscious or deliberate synthesis—by the mechanical assembly, as it were, of its components.

The synthesis must take place *unconsciously* in the character of the individual worker by a sound method of training and a healthy mode of living.

Quite in vain will the student of architecture apply his neat scale of profiles to the classic orders or spend unhappy days in memorising modules. The Kingdom of Heaven is within him, would he but look, would he but use the measure that lies to his hand in the standard of his own individual needs and capacities, meting with "the measure of a man" the masonry and the timber-work of his creative dreaming.

To neglect this standard is to abandon standard altogether, for the machine and the machine-tender have none to take its place, and the architect who indefinitely expands the units of his masterpieces to give expression to the gigantic forces that modern industrialism has put at his disposal, will discover that he has achieved, not greatness, but monstrosity—not the superhuman, but the inhuman.

Multiply all the dimensions of the Great Pyramid, of the Choragic Monument, of Santa Sophia or the Sainte Chapelle by ten and suborn master craftsmen to supervise and guarantee the accuracy of every detail and you will obtain without doubt a successful advertisement of the pill or soap that you desire to establish in the reverence of the vulgar, but you will have *created* nothing but an unpleasantly large heap of raw material.

In this way something more has been lost than proportion in the sky-scraping office blocks and the "monumental" stores and business houses of the day; something which in its perfection is to be observed in the great Gothic churches in France and England of the twelfth and thirteenth centuries—something which Yeats has well called "the emotion of multitude."

Be the individual efflorescence never so long repressed and the opportunity for masterly self-expression never so austerely deferred in the bare vastness of shaft and wall, yet at last the stone stems bud and the carven corbels bring their climax, grotesque or charming—"an escape of angels" or it may be of devils, to crown the long monotonies of a stone-worker's training with the dreams of a master mason. It is the accumulation at compound interest, as one might say, of the power to exfoliate or expand rather than the self-submergence of altruism or slavery.

To whatever dimensions the great buildings of the mediæval period attained, they were in their essence the work of individual men, grouped without doubt by the particular forms of their industrial organisation, but in such a manner that both the group and the separate craftsmen composing it were able to find the means for adequate self-expression.

But of the future, unless the master builder can free himself from subservience to an inhuman standard, the industrial unit is to be the gang, the drove of highly-specialised single-functioners, the piece-master's herd of semi-mechanical concrete-dumpers, slag-shovellers and riveters. But, alas for our great buildings, the gang is inarticulate. It fails to substitute even its own "Starveling's ninth allotment of a ghost" for the many separate intelligences and individualities that it has supplanted.

The community itself may indeed speak to us through the catalogued carvings, the wholesale embellishments, the "decorator's" decorations of its public buildings, but it is its dumbness that is eloquent of the injuries that we have inflicted upon it, its stony paralysis that is full of the gestures of a common despair.

Our architects, struggling to supply the element of design in a dozen separate crafts cannot hope to give real individual life to the details of each, and fall back only too readily upon the stereotyped frigidities of the decadent Classic or Neo-Grec manner which accommodates itself so happily to the requirements of an up-to-date theory of construction, a theory in which the individual craftsman has no place, in which at last the architect surrenders to the engineer the place of honour that he stole from the master builder.

(To be continued.) E. S.

Victoria Tramway Terminus.

The London County Council have approved an estimate of £800 in respect of the construction of an additional tramcar crossover in Vauxhall Bridge-road, near Victoria Station.

NEW GOVERNMENT CONTRACTS.

H.M. Office of Works.

Building Works.—Bramley O.W. Stores, Contractors' Plant: L. P. Knott, Bristol. Edinburgh District, Blindmakers' Works: R. G. Hislop, Edinburgh. Edinburgh District, Excavators', Masons' and Bricklayers' Work: Colin McAndrew, Edinburgh. Edinburgh District, Plasterers' Work: John Ross, Edinburgh. Edinburgh District, Plumbers' and Gasfitters' Work: Wm. Barton & Sons, Edinburgh. Falmouth, Grain Stones Building Work: Fred Pitcher, Ltd., London, N. Glasgow District, Excavators', Masons' and Bricklayers' Work; R. Gilchrist & Sons, Ltd., Glasgow. Glasgow District, Ironfounders' and Smiths' Work: Jas. McDougall & Sons, Glasgow. Gravesend District, Ordinary Works and Repairs: Multon & Wallis, Gravesend. Greenock District, Carpenters' and Joiners' Work: John K. Wilson, Greenock. Hereford Employment Exchange, Alterations: Wilks, Son & Peake, Hereford. Hotel Cecil, "E" Block, Temporary Building on Roof: W. J. Maddison, Canning Town. Kew Head Insurance Office Extension: Thomas & Edge, Woolwich. London County Hall, Slab Partitions: Holland & Hannen, Bloomsbury. Post Office Tube Railway Western District Post Office, Western Parcel Office, Western Central District Office, Reinforced Concrete Staircases: Walter Jones & Son, Ltd., London, S.E. Queen's House, Kingsway, Adaptation of Third Floor for Public Trustee, Partitions, &c.: Patman & Fotheringham, Islington, N. Regent's Park, Extension of Stores Depot: Fred Pitcher, Ltd., London, N. Regent's Park, Supply and Erection of Steelwork for New Store Shed: Dorman, Long & Co., Ltd., Westminster, S.W. Richmond Park, South African Hospital, Additional Workshops, Canteen, &c.: J. Dorey & Co., Ltd., Brentford. St. Pancras Granary, Australian Post Office Mails, Builders' Work: Holliday & Greenwood, Brixton, S.W. St. James' Park, Shipping Controller's Department, Extension of Canteen: Hall, Beddall & Co., London, S.E. Stirling District, Plumbers' and Gasfitters' Work: J. & J. Duff, Stirling.

Engineering Works.—Avonmouth Grain Stores, Bulk Pilers and Excavators: H. Simon, Ltd., Manchester. Barry Grain Stores, Rank's Elevator: H. Simon, Ltd., Manchester. Bramley O.W. Stores: Extension of Generating Plant, Engine, Generators and Switchboard: R. Hornsby & Sons, Ltd., Grantham; British Thomson, Houston & Co., Ltd., Rugby. Grain Stores Generally: Robert Boby, Ltd., Bury St. Edmunds. Suction Plants: H. Simon, Ltd., Manchester. New Science Museum, Food Controller, Lift: Waygood, Otis, Ltd., London, S.E. St. James' Park, Shipping Controller's Department, Extension of Heating: Beaven & Sons, Ltd., London, S.W. St. James' Park, Ministry of Shipping, Electric Wiring: Duncan, Watson & Co., London, W. St. James' Park, Temporary Building, Metal Sashes and Lights: Humphries, Jackson & Ambler, Ltd., Strand, W.C.

Furniture.—Cases (Open): F. J. Amery, Bristol. Chairs (Caxton): Goodearl Brothers, High Wycombe. Chests (Dressing): R. T. Colley & Son, Birmingham. Couches (Medical Inspection): Wilkinson & Sons, Bradford. Lockers (with Curtain Fronts): Archer & Tempest, Halifax; R. Speake & Son, Wolverhampton; Bennet Furnishing Co., Ltd., Peckham, S.E. Presses: Wake & Dean, Ltd., Yatton, nr. Bristol. Presses, Cupboards and Bookcases: Crosby & Co., Ltd., Farnham. Tables (Folding): Jones & Seward, Bournemouth; S. Froom & Sons, Chorley, Lancs; Geo. Webb & Sons, Birmingham; J. & J. H. Bootham, Brierfield, Lancs; H. A. Jones, Wrexham. Tables (Typists'): F. J. Pike, Ramsgate; Johnson, Taylor & Co., Ltd., London, E.C. Tables and Forms: H. Newsum & Co., Ltd., London, E.C.; Crosby & Co., Ltd., Farnham; Davies Bros., Ltd., Walthamstow. Washhand Stands: Educational Supply Association, Ltd., London, E.C.; J. Parnell & Son, Rugby.

RATES OF WAGES IN THE BUILDING TRADE.

THE following are the present rates of wages in the Building Trade in the principal towns of England and Wales. It must be understood that, while every endeavour is made to ensure accuracy, we cannot be responsible for errors that *may* occur :—

	Masons.	Bricklayers.	Carpenters, Joiners.	Plasterers.	Slaters.	Plumbers.	Painters.	Masons' Labourers.	Bricklayers' Labourers.	Plasterers' Labourers.
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Aberdare	11	11	11	11	11	10½	10	8	8	8
Accrington	11½	11½	11	9½	9	10	9½	7	7	7
Altrincham	1/2	1/2	1/2	1/2	1/-	1/1	1/-	10	10	10
Ashton-under-Lyne	1/1	1/2	1/1½	1/1	1/1	1/2	1/-	9½	10	10
Barnsley	1/0½	1/-	1/-	1/-	1/-	1/-	9½	9½	9½	9½
Barrow-in-Furness	1/1½	1/1	1/1	1/0½	1/0½	1/0½	1/0½	10	10	10
Barry	1/-	1/-	1/-	1/-	—	1/-	11	9	9	9
Bath	11½	11½	11½	11	11	11½	10½	9	9	9
Bedford	11	11	11	11	11	11	9	9	9	9½
Birkenhead	1/2	1/2	1/2	1/1	1/1	1/3	1/2	10½	10½	10½
Birmingham	1/1½§	1/1½§	1/1½§	1/1½§	1/1½§	1/1½§	1/0½	10½§	10½§	10½§
Bishop Auckland	11	11	11	11	1/1½	11	10	8	8	8½
Blackburn	11½	1/0½	1/-	11	11½	1/-	11½	8½	9	9
Blackpool	1/-	11	11	9½	8½	9½	10½	6	6	6
Bolton	1/1	1/2	1/1	11½	11½	1/1	1/0	7½	7½	9
Bournemouth	11	11	11	11	11	11	10½	8½	8½	8½
Bradford	1/1½	1/1½	1/1	1/1½	1/0½	10†	10½†	11	11	11
Bridgwater	8½	8½	8½	8½	8½	8	7½	6	6	6
Brighton	10½	10½	10½	10½	10½	10½	9	8	8	8
Bristol	1/1	1/1	1/1	1/1	—	1/1	1/-	10	10	10
Burnley	11½	11½	1/0½	10½	9	10½	10½	7	7½	7½
Burton-on-Trent	11	11	11	11	11	11	10½	8½	8½	8½
Bury	1/-	1/-	1/2	11	11	1/0½	11½	8	8½	8½
Cambridge	11	10½	10½	10½	10½	11	9	7½	7½	7½
Cardiff	1/-	1/-	1/-	1/-	1/-	1/-	11	9	9	9
Chatham	10	10	10	10	10	10	8½	7	7	7
Chelmsford	8	7½	8½	9	—	7½	6½	5	5	6½
Cheltenham	9½	9½	9½	9½	—	9½	9½	6½*	6½*	6½
Chester	10½	11	11	11	11	11	10	6½	7½	7½
Chesterfield	1/-	1/-	11	11	10	11	10½	8-8½	8-8½	8-8½
Colchester	8	8½	8½	9	8	9	6	5½	5½	5½
Coventry	1/1	1/1	1/1	1/1	1/1	1/1	1/-	10½	10½	11
Crewe	9	9½	10	10½	10	9½	10	7	7	7½
Darlington	1/0½	1/0½	1/0½	1/0½	1/1½	1/-	10½	9½	9½	9½
Derby	1/-	1/-	1/-	1/-	1/-	11½	10½	9	9	9½
Doncaster	10½	1/-	1/-	10½	10½	10	9½	9½	9½	9½
Dudley	9½	1/-	1/-	10	10	9½	8½	9	9	9½
Durham	10½	10½	10½	10½	10½	9½	9	7½	7½	7½
East Glam. and Mon. Valleys	10	10	10	10	—	—	9	7	7	7
Exeter	10	10	10	10	10	10	9	8	8	8
Folkestone	8½	9	9	9½	8½	9	8	7	7	7
Gloucester	10½	11	11	10½	10½	11	10	8½	8½	8½
Grantham	9½	10	9½	9½	10	8½	8	7½	7½	8
Grays	—	1/-	1/-	—	—	1/-	10½	—	10	10
Grimsby	11½	11½	1/-	1/-	11	11	10	10	10	10
Great Yarmouth	10	10	10	10	10	10	8½	7	7	7
Halifax	1/-	1/-	1/-	9	9	11	10	9½	9½	9½
Harrogate	10½	9½	11	9	8	1/-	9½	7½	7½	7½
Hartlepools	1/0½	1/1	1/1	1/1	1/1½	10½	9	10	10	10½
Hastings	10	10	10	10	10	10	8½	7	7	7
Hereford	10	10	10	10	10	10	9	7½	7½	7½
Huddersfield	1/1½	1/1½	1/-	1/-	1/-	1/-	11	10	10	10
Hull	1/1	1/1	1/1	1/1	1/1	1/-	11½	11	11	11
Ipswich	10½	10½	10½	11	10½	11	9	8	8	8
Lancaster	1/-	1/-	1/-	11	11	1/-	11	9	9	9
Leamington Spa	10½	10½	10½	10½	10½	10½	9½	7½	7½	7½
Leeds	1/2½	1/2½	1/2	1/1	1/1	1/2	11½	11½	11½	11½
Leicester	1/1	1/1	1/1	1/1	1/1½	1/1	11½	10½	10½	11
Lincoln	10½	1/-	10½	10½	10½	10½	10	9½	9½	9½
Liverpool	1/2	1/2	1/2	1/2	1/1½	1/3	1/0½	10½	10½	10½
Llanelly	1/1	1/1	1/1	1/1	1/1	1/3	11½	10½	10½	10½
London	1/3½	1/3½	1/3½	1/3½	—	1/3½	1/0½	11½	11½	11½
Loughborough	10	10	10½	10	10	10	9	8½	8½	9½
Luton	10½	10½	10½	11½	10½	11	9½	8	8½	9
Maidstone	10	10	10	10	10	10	9	7	7	7
Manchester	1/2	1/2	1/2	1/2	1/1	1/4	1/-	10	10½	10½
Mansfield	11	11	10½	11	11	10½	11	8	8	8
Merthyr Tydfil	11	11	11	11	11	11	10	8½	8½	8½
Middlesbrough	1/0½	1/1	1/1	1/1	1/1½	10½	9	10	10	10½
Newcastle-on-Tyne	1/1½	1/1½	1/1½	1/1½	1/1½	10½	11	10½	10½	10½
Newport, Mon.	11½	11½	11½	11½	11½	1/0½	10½	8½	8½	8½
Northampton	11	11	11	11	11	11	10	8½	8½	8½
Norwich	10½	10½	10½	10½	10½	10½	9½	8	8	8
Nottingham	1/1	1/1	1/1	1/1	1/0½	1/1½	11½	10½	10½	11
Oldham	1/1	1/-	1/2	1/-	11	11½‡	1/-	8½	8½	9
Oxford	11	10½	10½	10½	10½	10½	9½	8	8	8
Plymouth	11*	11*	11*	11*	10*	10*	8½*	8½	8½	8½
Pontypridd	11	11	11	11	11	11	10	8	8	8
Portsmouth	11½	11½	11½	11½	11½	10½	9½	9	9	9
Preston	1/-	1/0½	11½	1/-	1/-	1/-	11½	8½	9	8½
Reading	10½	10½	10½	11	10½	10½	9	7½*	7½*	7½*
Rochdale	1/-	1/-	1/2	11½	11½	1/0½	1/-	9	9	9½
Rochester	10	10	10	10	10	10	8½	7	7	7
Rugby	11	11	11	11½	1/-	11	10	8	8	9
St. Albans	10	10	10	10	10	10	9	8	8	8½
St. Helen's	1/2	1/2	1/2	1/2	1/2	1/2	1/1	8	8	8
Scarborough	9½	9†	9	9½	9½	9½	8†	7½	7½	7½
Sheffield	1/2½	1/2½	1/2½	1/2½	1/2½	1/2½	1/1½	11½	11½	11½
Shrewsbury	8½	11½	11½	9½	—	8½	7	8½	8½	9½
Southampton	1/0½	1/0½	1/0½	1/0½	1/0½	1/0½	11½	9½	9½	8
Southend-on-Sea	10	10	10	10	P'cewcrk	10	9	8	8	7½
Southport	11½	11	11½	11	11	11	11	7	7½	10½
South Shields	1/1½	1/1½	1/1½	1/1½	1/1½	10½*	11	10½	10½	10
Stockport	1/2	1/1½	1/1½	1/-	1/1½	1/2	11½	10	10	10½
Stockton-on-Tees	1/0½	1/1	1/1	1/1	1/1½	10½	9	10	10	8½
Stoke-on-Trent	11½	11½	11½	11½	—	10½	10½	8½	8½	7½
Stroud	9½	9½	9½	9½	9½	9½	9	7½	7½	10
Sunderland	1/1	1/1½	1/1	1/1	1/1½	9½	11	10	10	10
Swansea	1/1	1/1	1/1	1/1	1/1	1/2	1/0½	10	10	10
Taunton	9	9	9	9	9	9	8	6½	6½	6½
Torquay	10	10	10	10	10	10	10	8	8	8
Wakefield	10	1/-	11½	1/-	1/-	1/1	10	9½	9½	9½
Walsall	11½	11	11	11	11	11	9½	8½	8½	8½
Warrington	11½	1/0½	1/0½	1/1	1/1	1/0½	11½	8½	9	9½
West Bromwich	11	11	10½	10½	—	10	9	8	8	8
Wigan	1/0½	1/1	1/0½	1/-	11½	1/0½	11½	10	10	10½
Windsor	1/-	1/-	1/-	1/-	1/-	1/-	10½	9	9	9
Wolverhampton	1/-§	1/-§	1/-§	1/-§	1/-§	1/-§	10½§	9§	8§	9§
Worcester	9½	10	10	10	10	10	8½	7½	7½	7½
York	1/-	1/-	1/-	1/-	1/-	10½	9½	9½	9½	9½

The Masons' rate given is for bankers; fixers usually ½d. per hour extra.

* War bonus of 2s. per week granted. † War bonus of 3s. per week granted. ‡ War bonus of 3s. 6d. per week granted. | War bonus of 6s. per week granted. § 1½d. per hour extra for men engaged on munition work

PROPOSED NEW BUILDINGS AND OTHER WORKS.*

IN these lists care is taken to ensure the accuracy of the information given, but it may occasionally happen that, owing to building owners taking the responsibility of commencing work before plans are finally approved by the local authorities, "proposed" works, at the time of publication, have been actually commenced. Abbreviations:—T.C. for Town Council; U.D.C. for Urban District Council; R.D.C. for Rural District Council; E.C. for Education Committee; L.G.B. for Local Government Board; B.G. for Board of Guardians; L.C.C. for London County Council; B.C. for Borough Council; and P.C. for Parish Council.

DUBLIN.—Negotiations are proceeding between Messrs. Bailey & Gibson, of Dublin, who have applied for a site for ship-building at North Wall, to the Port and Harbour Board. The Board has asked for a deposit of £20,000, of which £9,700 would be spent on piling the frontage of the site, and £6,000 for an extension of the Alexandra-road. The firm has made a counter proposal.

DURHAM.—The Durham County Council has agreed to contribute £537 towards the cost of widening and improving the Durham to Darlington main road by setting back churchyard wall in Church-street.

EASINGTON.—The Clerk of the R.D.C. has informed the Durham C.C. that housing schemes are to be proposed for the villages of Thorley and Wingate.

EAST STOW.—At a recent meeting of the East Stow R.D.C. the Special Housing Committee reported that they had considered the type plans of working-class dwellings prepared by Mr. A. A. Hunt, and approved the type plans revised in accordance with their instructions. It was decided that the clerk and the architect be instructed to prepare the necessary estimates of cost, &c., and that the plans, specifications, and estimates be submitted to the L.G.B. immediately they were ready, and that application be made to the Board for their provisional approval of the same, and their provisional sanction to the scheme of the Board for building immediately after the war working-class houses as follows:—Stowupland 18, Buxhall 6, Haughley 6, Creeting St. Peter 4, Combs 6, a total of 40.

EDINBURGH.—It is proposed that the site of the old Edinburgh Gasworks in New-street should be acquired from the Edinburgh and Leith Gas Commission for the purpose of a housing scheme.

ILFORD.—Plans passed by U.D.C.: Additions to Azimuth Works, New North-road, Mr. W. T. Walker, for Messrs. A. C. Hughes & Son; Jahed, 129, Auckland-road, for Mr. N. R. Vinall; alterations, 2 and 4, Magdala Cottages, for Ilford, Ltd.

KIVETON PARK.—The Council has approved plans for a corrugated iron cycle house for Mr. T. Oliver, Laughton-road, Dinnington.

LONDON.—At a recent meeting of the Mansion House Council on Health and Housing it was decided to prepare a report on the housing requirements in London, and in Greater London, with a view to discovering to what extent large houses now in many cases unlet, can be converted into healthy and sanitary homes for the working classes.

LUDWORTH.—An acre of land has been purchased by the Durham County Council as a site for a new school.

LUTON.—The Bedfordshire C.C. has authorised the carrying out of path works at Leagrove-road, at an estimated cost of £300.

NORTHWICH.—It is proposed to erect a new cinema at Northwich, Cheshire.

NOTTINGHAM.—A scheme of industrial development near Nottingham was outlined at an inquiry held recently into an application for powers to construct a light railway at Colwick. The promoters are Mr. E. Jardine, M.P., engineering manufacturer, and Mr. Robert Hutchinson, flour miller, who have formed a company called the Nottingham Colwick Estate Company. They have acquired 338 acres of land at Colwick, and Mr. Jardine intends to build a factory on 20 or 30 acres of the estate, and Mr. Hutchinson proposes to build a flour mill there. It is also intended to have a large concrete-making company, and the site is, it is said, suitable for one of the great electrical power stations contemplated for various parts of England. The application for a light railway was granted.

SELBY.—At a recent meeting of the Selby U.D.C. the Property Committee submitted particulars of land suitable for building houses for the working classes. The land is in the Flaxley-road district. A letter from the Selby Trades and Labour Council stated that they would give hearty support to the U.C. in carrying out a town planning scheme, and they trusted the matter would be dealt with as expeditiously as possible.

WALLSEND.—The Wallsend Corporation are prepared to erect 280 houses at once if they can obtain materials and labour.

WANDSWORTH.—Works approved by the B.C.:—Alterations and additions at 50, Lewin-road, Streatham, by Mr. F. L. Poole, on behalf of Messrs. J. Chubb & Co.; erection of strong room at rear of 54 and 56, and partial re-drainage of 52, 54, and 56, Streatham High-road; for Messrs. Holliday & Greenwood; erection of additional wards at Queen Mary's Auxiliary Hospital, Roehampton-lane, Putney, for Messrs. Humphreys, Ltd.; erection of sanitary accommodation, &c., at premises of Messrs. Palladium Autocars, Ltd., 38, Felsham-road, Putney, for Mr. G. W. Beattie; erection of sanitary accommodation at 95 and 97, Lower Richmond-road, Putney, for the Corra Engineering Co., Ltd.; partial re-drainage of 62, Santos-road, Southfield, for Mr. F. Bridger; and erection of kitchen at premises known as McMurray's Paper Mills, Garratt-lane, Fairfield.

* See also our list of Competitions, Contracts, &c.

Competitions, Contracts, &c.

For some contracts still open, but not included in this List, see previous issues. **Those with an asterisk (*) are advertised in this number.** Contracts, —; Competitions, —; Public Appointments, —; Auction Sales, xxiii. Certain conditions beyond those given in the following information are imposed in some cases, such as that advertisers do not bind themselves to accept the lowest or any tender; that a fair wages clause shall be observed; that no allowance will be made for tenders; and that deposits are returned on receipt of a bona-fide tender unless stated to the contrary.

BUILDING AND PAINTING.

FEBRUARY 5.—**Bury.**—PAINTING.—The Bury and District Joint Water Board invite tenders for the paintings required as follows:—Joint Water Board Offices, Parsons-lane; Corporation Offices, Parsons-lane. Specifications, &c., of the Waterworks Manager, Parsons-lane, Bury.

FURNITURE, MATERIALS, etc.

FEBRUARY 11.—**Richmond (Surrey).**—MATERIALS.—Supply to the T.C. of builders' materials. Form of Mr. J. H. Brierley, Borough Surveyor.

FEBRUARY 13.—**Belfast.**—MATERIALS.—Supply to the Directors of the Belfast and County Down Railway Company of builders' materials for twelve months from March 1 next. Forms of Mr. H. E. Mellor, Secretary, Queen's Quay, Terminus, Belfast.

FEBRUARY 20.—**Walsall.**—MATERIALS.—Supply to the R.D.C. of builders' materials. Forms of Mr. W. P. Young, District Surveyor, Council Offices, Daw End, Rushall, Walsall.

ROAD, SANITARY, AND WATER WORKS.

FEBRUARY 4.—**Beverley.**—STONE.—Supply to the Highways Committee of the Beverley D.C. of about 5,000 tons of stone for macadamising their roads, to be delivered at the various railway stations and wharves in the district. Forms of Mr. E. Picker, C.E., Surveyor, Beverley.

FEBRUARY 4.—**Sutton-in-Ashfield.**—TARMACADAM, &c.—Supply to the U.D.C. of tarmacadam and broken slag. Form of Mr. Walter Burn, A.M.Inst.C.E. Surveyor's Office, Sutton-in-Ashfield.

FEBRUARY 9.—**Cardiff.**—MATERIALS AND HAULAGE—The Glamorgan C.C. invite tenders for the supply o

[*Continued on page* 90.]

THE EVER-INCREASING
Shortage of Timber
IS BEST MET BY THE USE OF
Artificial Stone

Concrete PILES
Concrete FENCE POSTS
Concrete FENCING
Concrete GATE POSTS
Concrete BUILDING SLABS
&c., &c.
as supplied to
THE WAR OFFICE, RAILWAY COMPANIES, BUILDERS, ENGINEERS, etc.

Reasonable Prices. Quick Delivery.

APPLY TO
The Gas Light & Coke Company
MOULDED STONE DEPARTMENT
HORSEFERRY ROAD, WESTMINSTER, S.W. 1

JAMES AUSTIN & SONS, LTD., beg to announce that all qualities of their well-known FLAX SASH LINES and BLIND LINES are now obtainable through all Rope Makers, Ironmongers, Merchants, Factors, and Wholesale Houses in Town or Country.

TRADE MARK
REGISTERED No 2664
TO ENSURE RELIABILITY PLEASE SPECIFY **ANCHOR MAKE.** LOOK FOR THE TRADE MARK & AVOID SUBSTITUTES.
ESTABLISHED 1774.

PRICES CURRENT OF MATERIALS.

(Owing to the exceptional circumstances which prevail at the present time, prices of materials should be confirmed by inquiry. Since our last issue several revisions have been made —Ed.)

*** Our aim in this list is to give, as far as possible, the *average* prices of materials, not necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information.

BRICKS, &c.

Per 1,000 Alongside, in River Thames.	£ s. d.
Best Stocks	2 10 0
Picked Stocks for Facings	3 5 0

Per 1000, Delivered at Railway Depot, London.

	£ s. d.		£ s. d.
Flettons	2 3 0	Best Blue Pressed Staffordshire	6 5 0
Best Fareham Red	4 0 0	Do. Bullnose	6 10 0
Best Red Pressed Ruabon Facing	6 0 0	Best Stourbridge Fire bricks	9 5 0
GLAZED BRICKS—			
Best White, Ivory, and Salt Glazed Stretchers	14 17 6	D'ble Str'tch'rs	20 7 6
		D'ble Headers	17 7 6
		One Side and two Ends	21 7 6
Headers	14 7 6	Two Sides and one End	22 17 6
Quoins, Bullnose and 4½in. Flats	18 7 6	Splays and Squints	19 17 6

Glazed bricks priced at so much each, 25 per cent. advance on list.

Second Quality, £1 per 1,000 less than best.

	s. d.	
Thames Ballast	9 9	per yard, delivered
Pit Sand	12 6	
Thames Sand	13 6	,, ,, 2 miles
Best Washed Sand	14 0	,, ,, radius
¾ in. Shingle for Ferro-Concrete	12 0	,, ,, Paddington.

per ton, delivered.

	£ s. d.		£ s. d.
Best Portland Cement	2 15 0	..	2 18 0

Do. £2 11s. 0d. alongside in 80-ton lots.
Ferrocrete 2s. 6d. per ton extra on above.
Best Ground Blue Lias Lime 1 13 6 at rly. depot.
NOTE.—The cement or lime is exclusive of the ordinary charge for sacks. The sacks are charged at 2s. 3d. each and credited at 2s. each if returned in good condition within three months.
Grey Stone Lime ..... 47s. 0d. per ton delivered.
Stourbridge Fireclay in s'cks 37s. 6d. per ton at rly. dpt.

STONE.

	s. d.
BATH STONE—delivered in railway trucks at Westbourne Park, Paddington, G.W.R., or South Lambeth, G.W.R., per ft. cube	1 7
Do. do. delivered in railway trucks at Nine Elms, L. & S.W.R., per ft. cube	1 8½
Do. do. delivered on road waggons at Nine Elms Depot	1 9½
PORTLAND STONE—	
Brown Whitbed, in random blocks of 20 ft. average, delivered in railway trucks at Westbourne Park, G.W.R., South Lambeth, G.W.R., or Nine Elms, or L. & S.W.R., per ft. cube	2 5½
Do. do. delivered on road waggons at Pimlico Wharf or Nine Elms Depot, per ft. cube	2 6½

White basebed, 2d. per ft. cube extra.

RANDOM BLOCKS—Per Ft. Cube, delivered at Rly. Dpot.

	s. d.		s. d.
Ancaster in blocks	2 0	Closeburn Red Freestone	2 2
Beer in blocks	1 7½		
Grinshill in blocks	2 4	Red & White Mansfield random block	2 9
Darley Dale in blocks	2 5	Yellow Magnesian Limestone do. do	3 3

YORK STONE—*Robin Hood Quality.*

Delivered at any Goods Station London.	s. d.
Scappled random blocks ..... Per Ft. Cube	3 11
6 in. sawn two sides landings to sizes (under 30 ft. super.) ..... Per Ft. Super	3 0
6 in. rubbed two sides, ditto ..... ,,	3 4
3 in. sawn two sides slabs (random sizes) ,,	1 3½
2 in. to 2½ in. sawn one side slabs (random sizes) ..... ,,	0 10
1½ in. to 2 in. ditto, ditto ..... ,,	0 8½

HARD YORK—

Delivered at any Goods Station London.	s. d.
Scappled random blocks ..... Per Ft. Cube	3 6
6 in. sawn two sides landing to sizes (under 40ft. super.) ..... Per Ft. Super	2 8
6 in. rubbed two sides ditto ..... ,,	2 4
3 in. sawn two sides slabs (random sizes) ,,	1 3
2 in. self-faced random flags ..... ,,	0 5½

TILES.

	Per 1,000 f.o.r. London. £ s. d.
Best machine-made tiles from Broseley or Staffordshire district	3 15 0
Ditto hand-made ditto	3 17 6
Ornamental ditto	4 0 0
Hip and valley tiles (per dozen)	0 9 0

SLATES.

	Per 1,000 of 1,200 f.o.r. London. £ s. d.
Best Blue Bangor Slates, 20 by 10	16 10 0
,, "quality" ,, 16 by 8	8 10 0
First quality ,, 20 by 10	16 0 0
,, ,, 16 by 8	8 2 6
Best Blue Portmadoc 20 by 10	16 10 0
,, ,, 16 by 8	8 10 0
First quality ,, 20 by 10	15 5 0
,, ,, 16 by 8	7 12 6

WOOD.

BEST BUILDING REDWOOD. Imported sizes.

Softwood stocks controlled by the Director of Materials, consequently prices must be withdrawn

Deals: 4 in. by 12 in., 4 in. by 11 in., 3 in. by 11 in., 4 in. by 9 in., and 2 in. by 11 in.
3 in. by 9 in., 2½ in. by 9 in., and 2 in. by 9 in.

WOOD (*Continued*).

BEST BUILDING REDWOOD.

Softwood stocks controlled by the Director of Materials, consequently prices must be withdrawn.

Battens: 2 in., 2½ in., and 3 in. by 8 in.
2 in., 2½ in., and 3 in. by 7 in.
2 in., 2½ in., and 3 in. by 6 in.
Scantlings: 2 in. by 3 in., 2 in. by 3½ in., 2 in. by 4 in., 2 in. by 4½ in.
3 in. by 4 in., and 3 in. by 4½ in.
Boards: 1 in., 1½ in., and 1½ in. by 6 in. and 7 in.
¾ in.
Seconds
Sawn pitch pine logs (about 35 cu. ft. average)
Do. 6 in. to 10 in.
Best Pitch Pine Deals
Under 2 in. thick

JOINERS' WOOD

White Sea First Quality Red: 4 in. by 11 in.
3 in. by 11 in., and 2 in. by 11 in.
4 in. by 9 in.
3 in. by 9 in., and 2½ in. by 9 in.
3 in. by 11 in. boards
7 in. and 8 in. battens
7 in. and 8 in. boards
Archangel White Deals—Best 3 in. by 9 in. and 10 in. and 11 in.
Seconds, do.
U.S. Battens
Prepared Floorings and Matchings. Seconds Swedish Red and equal—
1¼ in. by 6½ in. planed and shot
1¼ in. by 6½ in. planed and matched
1 in. by 6½ in. planed and shot
1 in. by 6½ in. planed and matched
¾ in. by 6½ in. planed, matched, and beaded, or V jointed
1 in. by 6½ in. do.
Columbian or Oregon Pine, best quality
Yellow Pine—First regular sizes
Oddments
Seconds, regular sizes
Oddments
Kauri Pine—Planks per ft. cube

Dry Wainscot Oak, per ft. super, as inch	0	1	6	..	0	2	0
¾ in. do. do.	0	1	3	..	0	1	6
Dry Mahogany—Honduras, Tabasco, per ft. super, as inch	0	2	0	..	0	3	0
Cuba, Mahogany	0	2	6	..	0	3	6
Dry Walnut, American, per ft. super, as inch	0	2	0	..	0	3	0
French, "Italian," Walnut	0	3	0	..	0	5	0
Teak, per load (Rangoon or Moulmein)	45	0	0	}	60	0	0
Do. do. (Java)							
American Whitewood planks, per ft. cube	0	18	0	..	1	1	0
Glue, per cwt.	5	15	0	..	6	0	0

METALS.

JOISTS, GIRDERS, &c.

Prices controlled by the Ministry of Munitions.

Rolled Steel Joists, ordinary sections, basis price
Plain Compound Girders, ordinary sections
Plain Compound Stanchions
Angles, Tees, and Channels, ordinary sections
Flitch Plates
Cast Iron Columns and Stanchions, plain ordinary patterns

WROUGHT-IRON TUBES AND FITTINGS—
(Discount off List for lot of not less than £4 net value delivered direct from works. 5 per cent. less carriage forward if sent from London stocks.)

	Sizes up to and including 2 in. Tubes.	Fittings.	Sizes 2½ in. to 6 in. Tubes.	Fittings.
Gas	36½	40	41½	42½
Water	31½	37½	36½	40
Steam	26½	35	31½	37½
Galvanised Gas	13½	32½	17½	35
,, Water	5	30	8½	32½
,, Steam	1½ on	27	2½	30

L.C.C. SOIL PIPES— London Prices ex works.

Pipes coated.	s. d.	Bends, stock angles.	s. d.	Branches, stock angles	s. d.
2 in. per yd. in 6 lts.	3 2	.. 2	4½	.. 2	10½
2½ in. ,, ..	3 8	.. 2	7½	.. 3	7
3 in. ,, ..	4 6	.. 2	10½	.. 4	3½
3½ in. ,, ..	5 0	.. 3	7	.. 5	0
4 in. ,, ..	5 6	.. 4	1	.. 5	9½

RAIN-WATER PIPES, &c.

Pipe.	s. d.	Bends, stock angles.	s. d.	Branches, stock angles	s. d.
2 in. per yd. in 6fts. plain	2 3½	.. 1	4	.. 1	9
2½ in. ,, ,, ..	2 5	.. 1	7	.. 2	2
3 in. ,, ,, ..	2 10½	.. 1	11	.. 2	10
3½ in. ,, ,, ..	3 5½	.. 2	3	.. 3	3
4 in. ,, ,, ..	3 9½	.. 2	9	.. 4	0

L.C.C. DRAIN PIPES.—9 ft. lengths. London Prices. 4 in., 6s. 3d. .. 5 in., 7s. 9d. .. 6 in., 9s. 2d.

Per ton in London.

IRON—	£ s. d.		£ s. d.
Common Bars	16 10 0	to	17 0 0
Staffordshire Crown Bars—good merchant quality	16 10 0	..	17 10 0
Staffordshire "Marked Bars"	17 10 0	..	18 0 0
Mild Steel Bars	19 0 0	..	19 10 0

METALS (*Continued*).

Per ton in London.

	£ s. d.		£ s. d.
Steel Bars, Ferro-Concrete quality, £19 basis price.			
Hoop Iron, basis price	20 10 0	..	21 0 0
,, Galvanised	33 0 0	..	—
(* And upwards, according to size and gauge.)			
Sheet Iron Black—			
Ordinary sizes to 20 g.	22 10 0	..	23 0 0
,, ,, 24 g.	23 10 0	..	24 0 0
,, ,, 26 g.	24 10 0	..	25 0 0
Sheet Iron, Galvanised flat, ordinary quality—			
Ordinary sizes, 6 ft. by 2 ft. to 3 ft. to 20 g.	34 0 0	..	—
Ordinary sizes to 22 g. and 24 g.	34 0 0	..	34 10 0
Ordinary sizes to 26 g.	36 0 0	..	36 10 0
Sheet Iron, Galvanised, flat, best quality—			
Ordinary sizes to 20 g.	35 10 0	..	—
,, ,, 22 g. and 24 g.	36 0 0	..	—
Ordinary sizes to 26 g.	39 0 0	..	—
Galvanised Corrugated Sheets—			
Ordinary sizes, 6 ft. to 8 ft. 20 g.	33 0 0	..	—
Ordinary sizes, 22 g. and 24 g.	33 10 0	..	—
Ordinary sizes, 26 g.	32 10 0	..	—
Best Soft Steel Sheets, 6 ft. by 2 ft. to 3 ft. to 20 g. and thicker	24 10 0	..	—
Best Soft Steel Sheets, 20 g. and 24 g.	24 15 0	..	—
Best Soft Steel Sheets, 26 g.	26 10 0	..	—
Cut Nails, 3 in. to 6 in.	28 0 0	..	29 0 0

(Under 3 in., usual trade extras.)

LEAD, &c.

Delivered in London.

	£ s. d.		
LEAD—Sheet, English, 4 lb. and up	38 10 0	..	—
Pipe in coils	39 0 0	..	—
Soil Pipe	42 0 0	..	—
Compo pipe	42 0 0	..	—

NOTE—Country delivery, 20s. per ton extra; lots under 5 cwt., 1s. 6d. per cwt. extra. Cut to sizes, 2s. cwt. extra. Orders for over 1 cwt. Sheet Lead or Pipe, or 28 lbs. Solder should be accompanied by a certificate or licence, which can be obtained from the Director of Materials [A.N.2 (E)], Hotel Victoria, S.W. Smaller quantities than the above can be obtained by making a written declaration to the Manufacturer or Merchant that the metal is wanted for urgent renewals or repairs, and giving the name of the job for which it is required.

		£ s. d.		
COPPER—				
Strong Sheet	per lb.	0 2 2	..	—
Thin ,,	,,	0 2 3	..	—
Copper nails	,,	0 2 2	..	—
Copper wire	,,	0 2 3	..	—
TIN—English Ingots	,,	0 3 0	..	—
SOLDER—Plumbers'	,,	0 1 4	..	—
Tinmen's	,,	0 1 9	..	—
Blowpipe	,,	0 1 11	..	—

GLASS.

ENGLISH SHEET GLASS IN CRATES OF STOCK SIZES AND IN SQUARES IN ORDINARY SIZES.

	Per Ft.		Per Ft.
15 oz. fourths	7d	32 oz. fourths	9d.
,, thirds	7½d.	,, thirds	10d.
21 ,, fourths	7½d	Fluted, Obscured and Enamelled Sheet,	
,, thirds	8d.	15 oz.	7½d.
26 ,, fourths	8d.	21 ,,	8½d.
,, thirds	9d.		

Extra price according to size and substance for squares cut from stock, and only small quantities can be supplied without an A Certificate.

ENGLISH ROLLED PLATE IN CRATES OF STOCK SIZES.

	Per Ft.
¼ Rolled plate	4½d.
⅜ Rough rolled and rough cast plate	5½d.
½ Rough rolled and rough cast plate	5½d.
Figured Rolled, Oxford Rolled, Baltic, Oceanic, Arctic, Stippolyte, and small and large Flemish white	6d.
Ditto, tinted	7d.
Rolled Sheet	5d.
White Rolled Cathedral	5d.
Tinted do.	5½d.

PAINTS, &c.

		£ s. d.		
Raw Linseed Oil	in pipes per gallon	0 5 6		
,, ,, ,,	in barrels ,,	0 5 7		
,, ,, ,,	in drums ,,	0 5 10		
Boiled ,, ,,	in barrels ,,	0 5 10		
,, ,, ,,	in drums ,,	0 6 1		

"Orders for these oils must be accompanied by an A Certificate.

Turpentine	in barrels	,,	0 10 6	
,,	in drums	,,	0 10 9	
Genuine Ground English White Lead, per ton			53 10 0	

(In not less than 5 cwt. casks.)

GENUINE WHITE LEAD PAINT— "Blackfriars," "Nine Elms," "Park," and other best brands (in 14 lb. tins) not less than 5 cwt. lots	per ton delivered		71 10 0	
Red Lead, Dry (packages extra)	per ton		42 0 0	

Orders for White and Red Lead and any Paint containing Lead must be accompanied by a certificate or licence, which can be obtained from the Director of Materials [A.N. 2 (E.)], Hotel Victoria, S.W.

Best Linseed Oil Putty	per cwt.		0 15 6	
Filocol	per cwt.		0 13 6	

VARNISHES, &c.

	Per gallon. £ s. d.
Fine Pale Oak	0 10 0
Pale Copal Oak	0 12 0
Superfine Pale Elastic Oak	0 14 0
Fine Extra Hard Church Oak	0 12 6
Superfine Hard-drying Oak, for seats of Churches	0 16 0
Fine Elastic Carriage	0 14 6
Superfine Pale Elastic Carriage	0 18 0
Fine Pale Maple	0 12 0
Finest Pale Durable Copal	1 0 6
Extra Pale French Oil	1 1 0
Eggshell Flatting	1 0 0
White Pale Enamel	1 6 0
Extra Pale Paper	0 14 0
Best Japan Gold Size	0 10 0
Best Black Japan	0 16 0
Oak and Mahogany Stain	0 9 0
Brunswick Black	0 8 0
Berlin Black	0 16 0
Knotting	1 7 6
French and Brush Polish	0 16 0

[*Continued from page* 88.]

material and haulage for the year ending March 31, 1919. Forms of Mr. Geo. A. Phillips, County Surveyor, County Hall, Cardiff.

FEBRUARY 9.—**Cardiff.**—TOOLS, &c.—Supply to the Glamorgan C.C. of tools, &c., for one year from April 1, 1918, to March 31, 1919. Forms of Mr. G. A. Phillips, County Surveyor, County Hall, Cardiff.

FEBRUARY 12.—**Southampton.**—BROKEN GRANITE.—Supply to the Corporation of broken granite during a period of twelve months. Specifications, &c., of the Borough Engineer.

FEBRUARY 16.—**Bedford.**—ROAD MATERIAL, &C.—The Bedfordshire C.C. invite tenders for the supply of road material, &c. Forms of the County Surveyor, Shire Hall, Bedford.

FEBRUARY 16.—**Buxton.**—ROAD MATERIALS, &C.—Supply of road materials, &c., for the year ending March 31, 1919. Form of Mr. F. Langley, Borough Engineer, Town Hall, Buxton.

FEBRUARY 19.—**London.**—ROAD MATERIALS, &C.—Supply to the Deptford B.C. of road materials, &c. Forms at the Town Hall, New Cross-road, S.E. 14.

FEBRUARY 20.—**Bridgwater.**—ROAD MATERIALS.—Supply to the R.D.C. of road materials. Forms of the Council's Surveyor, Mr. W. H. Cousins, Engineer and Surveyor, the Depot, Bridgwater.

FEBRUARY 12.—**Long Sutton.**—ROAD MATERIAL.—Supply to the U.D.C. of road material. Mr. Samuel S. Mossop, Clerk to the Council, Long Sutton, Lincolnshire.

Auction Sales.

✱FEBRUARY 12.—**London.**—Messrs. Fuller, Horsey, Sons & Cassell will sell in lots on the premises (Saw Mills of Edward Spencer & Co., Longfellow-road, Mile End, E.) woodworking machinery, including stock of well-seasoned timber and hardwood, etc. May be viewed and catalogues had of Messrs. Fuller, Horsey & Co., 133, High Holborn, W.C. 1.

✱**Radlett.**—Home Counties P.H. Trust, Ltd., Radlett, Herts, are offering three premiums of £50, £20 and £10, for the best and most practical design for a sign, shield or plaque. For conditions of entry, see the January number of *Trust Review*.

London Master Builders' and Aircraft Industries' Association.

REPRESENTATIVES of operative societies in the building trade were received by a committee of this Association in conference on the 4th ult. The report of the committee was considered by the Council, and the following resolution carried:—

"This Council agrees to a war bonus of 1¾d. per hour being granted to workmen belonging to the societies with whom this Association has working rule agreements and the Operative Painters' Society applicable only within the London area, and starting from the 19th inst. This extra payment to apply to those who are not engaged upon work covered by the Arbitrator's Award of October 25 last."

The terms of the resolution have been conveyed to the representatives referred to, and payment became operative on Saturday, the 26th ult.

TENDERS.

Communications for insertion under this heading should be addressed to "The Editor," and must reach us *not later than* 12 *noon on Wednesday.*

* Denotes *accepted*. † Denotes *provisionally accepted*.
‡ Denotes *recommended for acceptance*.

WITHAM.—For the supply to the U.D.C. of granite:—
* W. Griffiths & Co., and Abel & Co., 17s. 11d. per ton.

PATENTS.

APPLICATIONS PUBLISHED.*

112,033.—John Hines and Douglas Henry Smith: Apparatus for heating and preparing materials for use on roads and like surfaces.

112,040.—William Petty Wild: Boring-tool.

112,062.—Edmund Richards Corn and Edward Johns & Co.: Application of taps and valves to earthen, metal-enamelled and similar wares.

112,068.—John Fillans Barr: Combination hot-water supply tank and radiator.

112,075.—Oliver Imray (William McLeod): Roofing and walling.

112,077.—George Haig Culling: Compound or composition for use in the construction of wooden barges.

112,084.—George Edward Clare: Building-blocks adapted for use in connection with various constructional parts of buildings.

112,112.—Mathew Simpson Reilly: Faucets or valves.

112,113.—John Albert Ferguson: Moulds for tiles.

112,119.—Walter Henry Utley Morley: Furnace grates or fire-bars.

111,983.—William Whelan: Adjustable pipe wrenches.

112,003.—Frederick William Talbot: Unions for connecting branch pipes to mains.

108,460.—Georges Boyelle-Morin: Testing or determining the hardness of metals and other substances.

* All these applications are now in the stage in which opposition to the grant of Patents upon them may be made.

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FIRST-CLASS, MILD GRAINED, DRY
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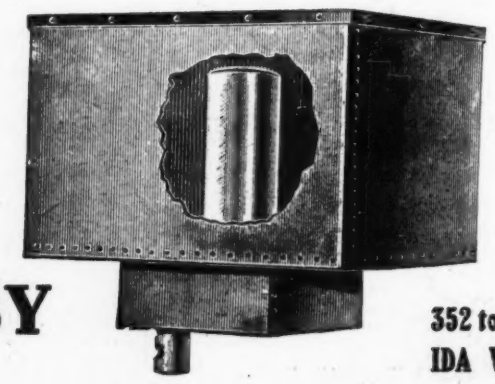
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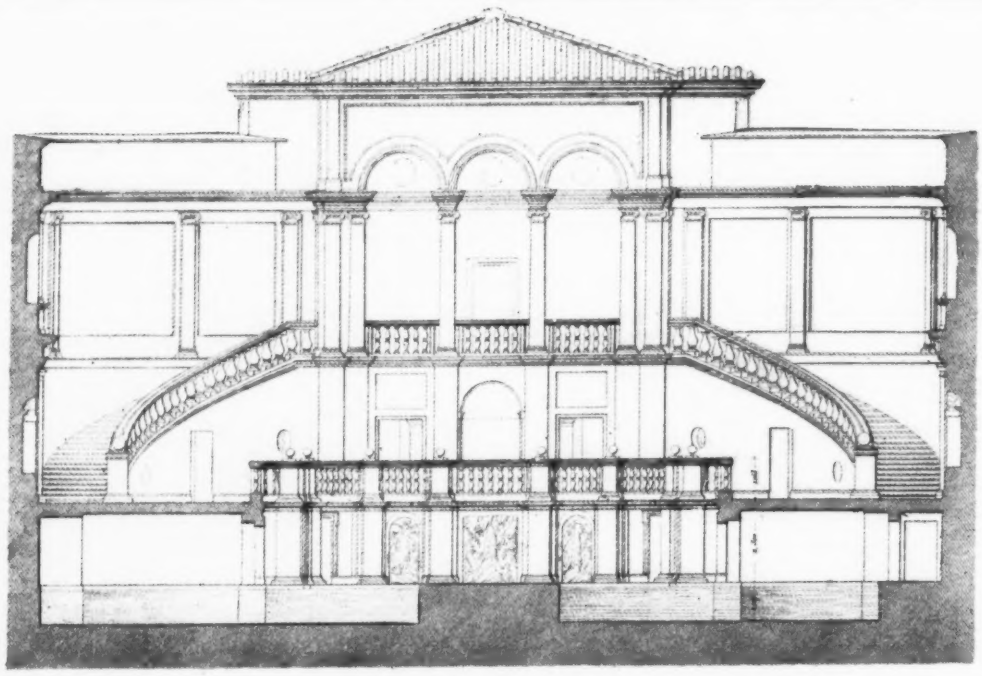
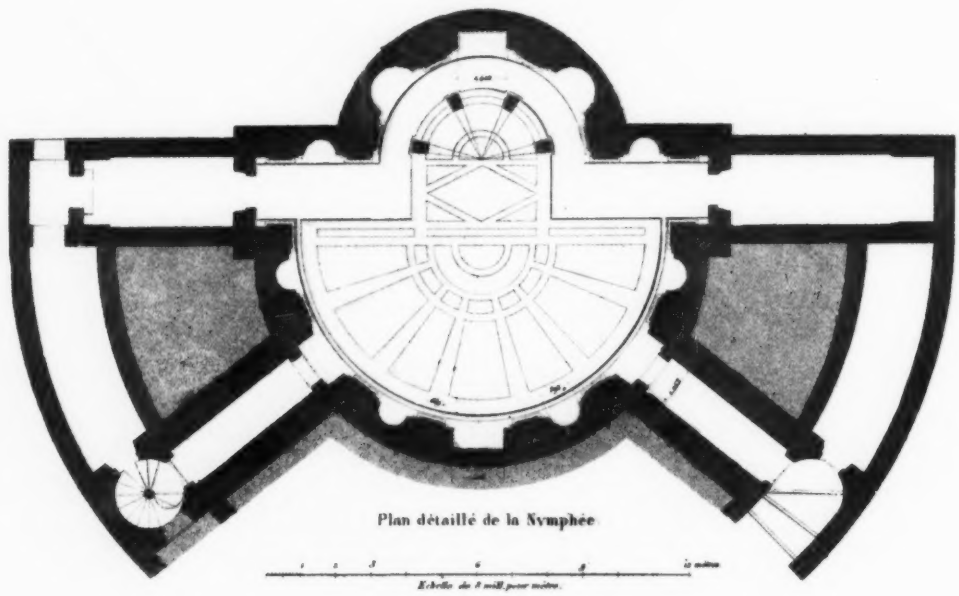
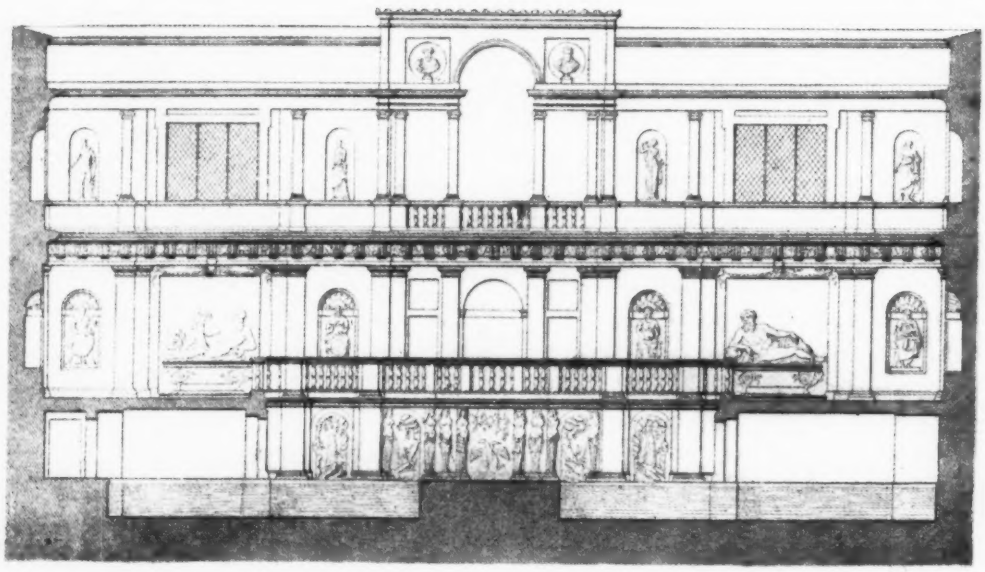


Elévation adossée a la grande cour.



Plan détaillé de la Nymphée

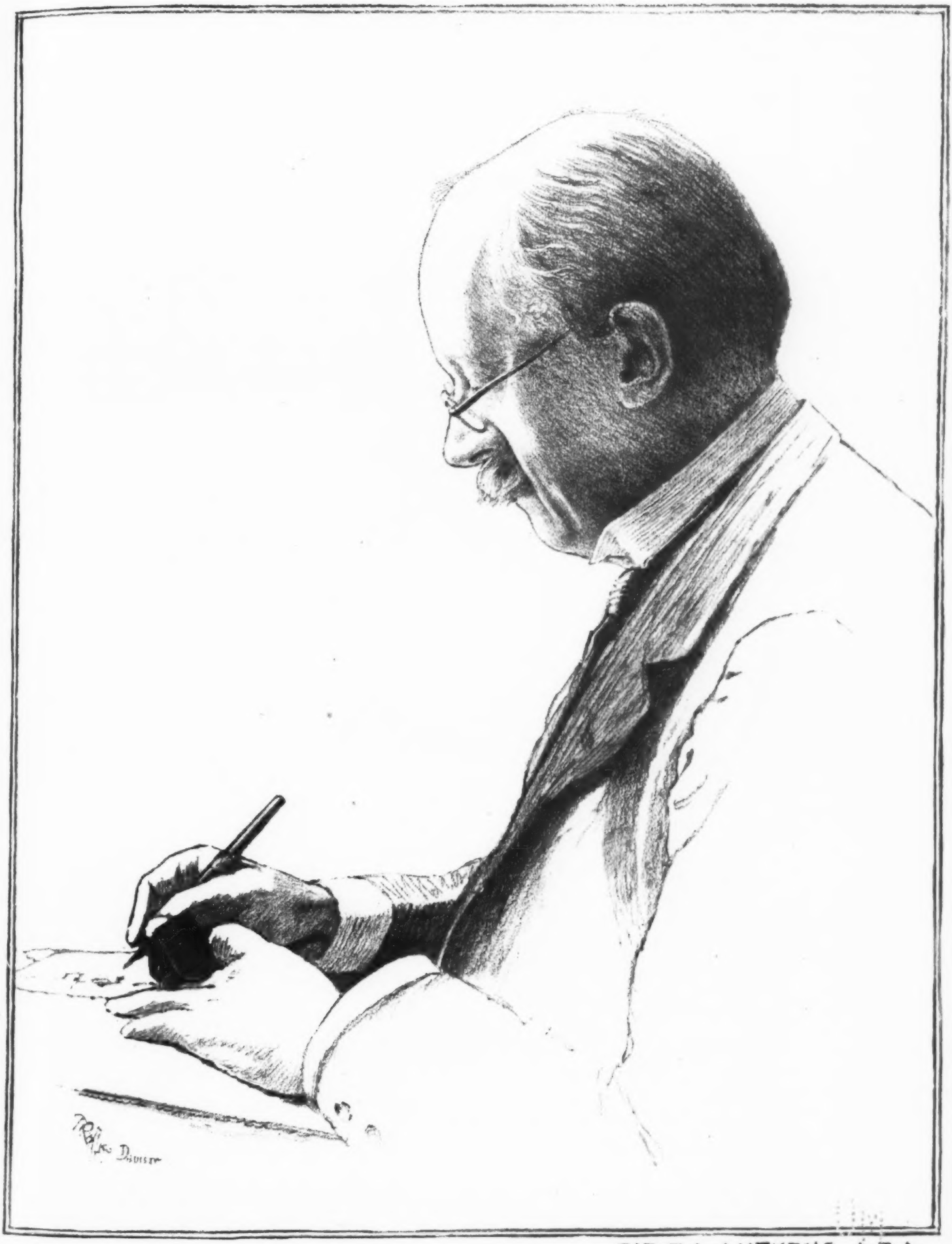
Echelle de 5 mill. pour mètre.



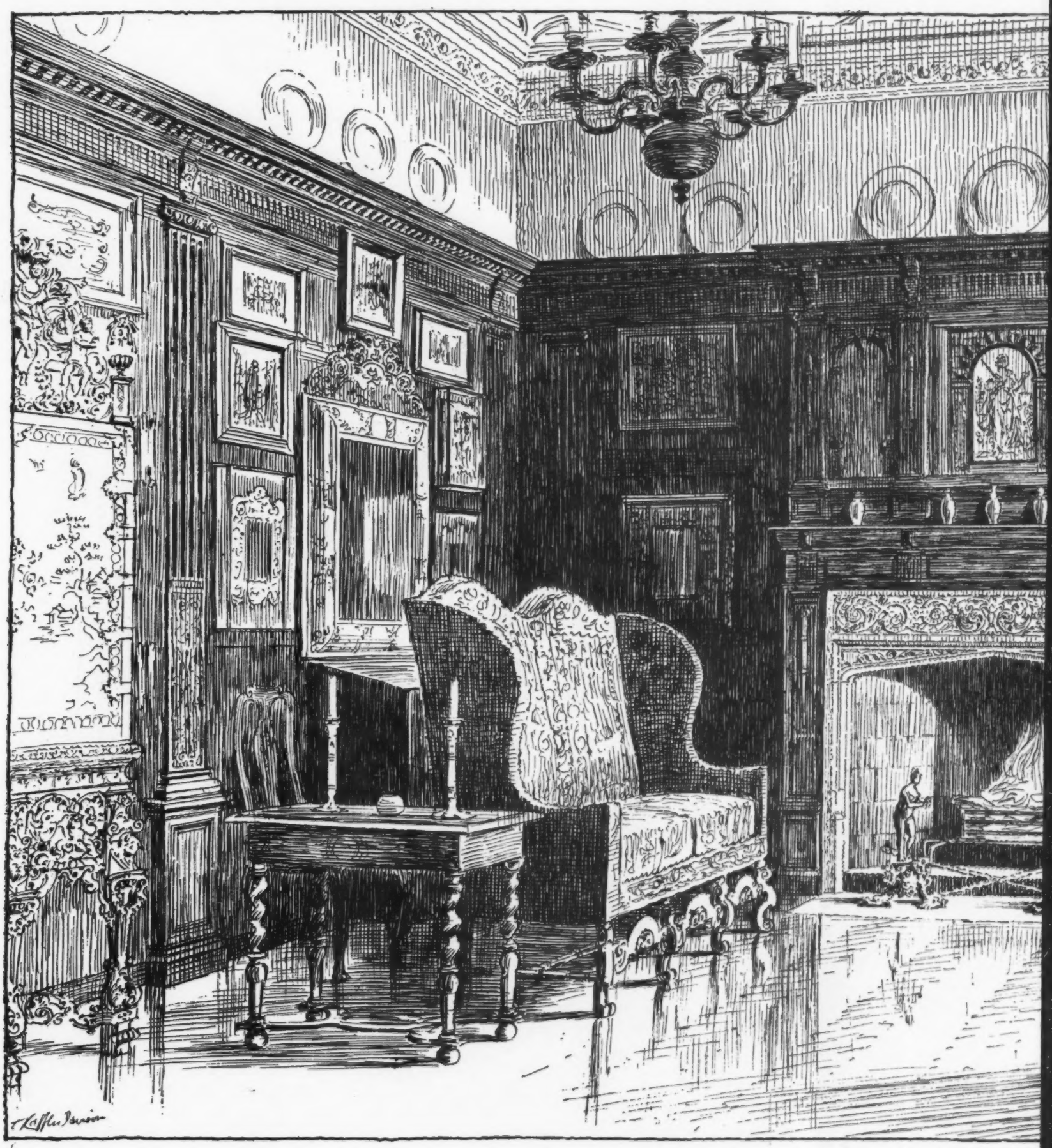
Elevation adossée au parterre.

VILLA DI PAPA, GIULIO.

FROM LETAROUILLY'S "EDIFICES DE ROME MODERNE."



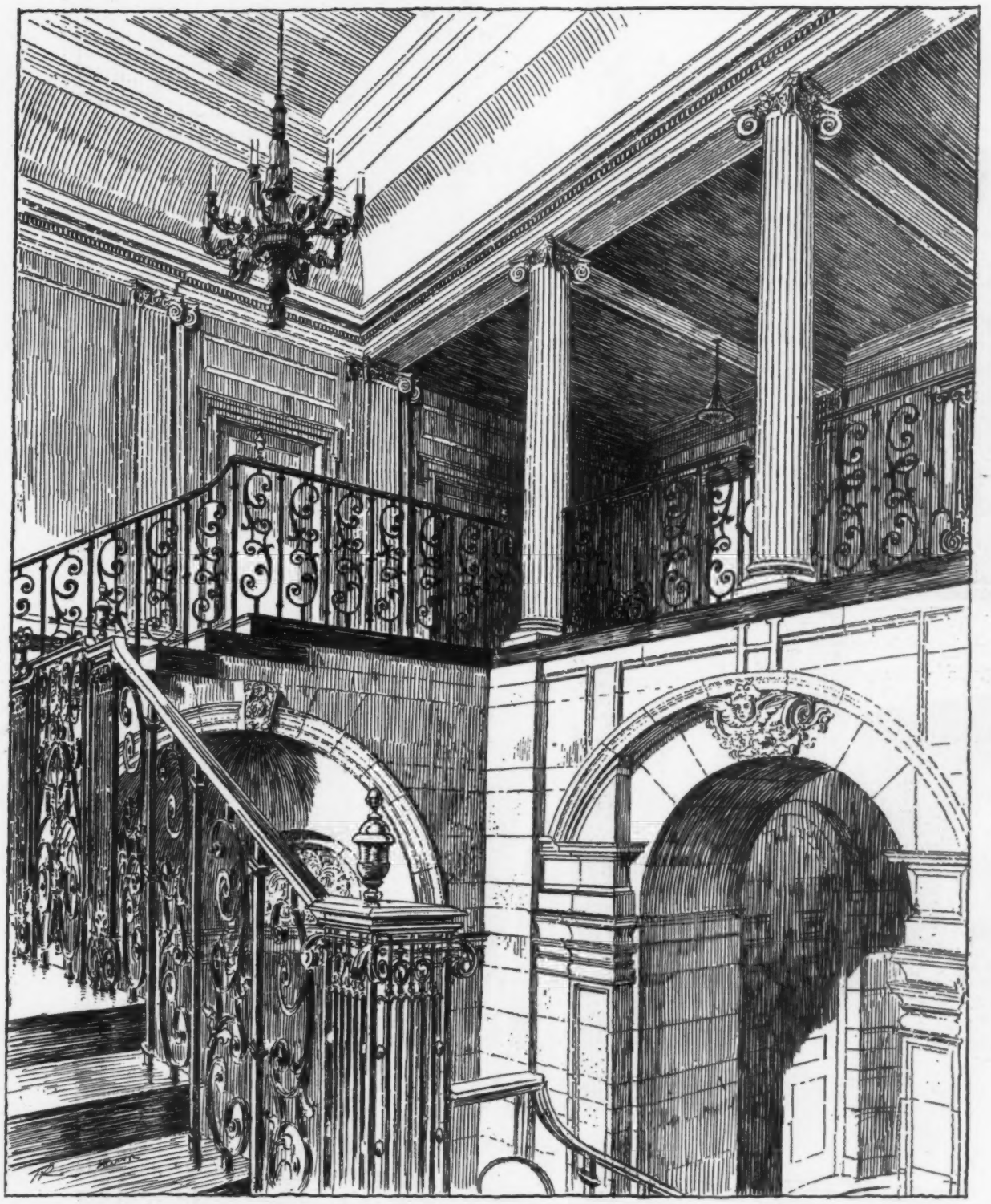
SIR E·L·LUTYENS A·R·A·



THE STUART ROOM, THE HILL, HAMPS
FOR LORD LEVERHULME.

THE STUART ROOM, THE HILL, HAMPSTEAD.

FOR LORD LEVERHULME.



HEATHCOTE, ILKLEY: THE STAIRCASE.

SIR E. L. LUTYENS, A.R.A., ARCHITECT.

HEATHCOTE, ILKLEY; AN INTERIOR.

SIR E. L. LUTYENS, A.R.A., ARCHITECT.